

ATTEMPTED EXTORTION IS CHARGE

Young Factory Forewoman,
Who Sued a Prominent
Man for \$50,000

BREACH OF PROMISE,
ACCUSED OF MISUSE
OF THE MAILS.

TWO "OSBORNES" IN CASE

One a Former District At-
torney of New York, Who
Was the Defendant in
Her Suit, Another a Bos-
ton Man Upon Whose In-
formation She was Ar-
rested for Fraud.

(Associated Press Telegram)
New York, March 20.—Miss Rae
Tanzer, who brought a \$50,000 breach
of promise suit against James W.
Osborne, formerly assistant district
attorney, was today arraigned before
a United States commission here to
answer to a charge of using the
United States mails to defraud. Miss
Tanzer is a forewoman of a hat fac-
tory.

The woman appeared before United
States Commissioner Houghton and
was held in \$5000 bail for further
hearing next Wednesday.

Miss Tanzer was accompanied be-
fore Commissioner Houghton by her
attorney, David Slade. Mr. Slade re-
quested that the hearing be held to-
day, saying "it is an injustice to this
poor little girl who has no friends
but her attorneys, to adjourn this
case."

An assistant U. S. district attorney
named Wednesday next as a date
that would suit the government for
the preliminary hearing, and Wed-
nesday was set.

When the bail had been agreed
upon, Miss Tanzer's attorney request-
ed the commissioner to instruct the
district attorney to have James W.
Osborne and Oliver Osborne of
Boston, present on Wednesday. The
commissioner replied he had no
power to instruct the district at-
torney to do anything.

Miss Tanzer, in her suit, alleged
that James W. Osborne used the
alias of Oliver Osborne when he
accompanied her to various places.
Yesterday Oliver Osborne appeared
and announced that he knew Miss
Tanzer well and that while she was
writing letters to James W. Osborne,
insisting he was "Oliver," she was at
the same time writing to him in
Boston. The information furnished
by Oliver Osborne caused the arrest
of Miss Tanzer. Neither James W.
Osborne nor Oliver Osborne was at
the hearing here today.

When the hearing was concluded,
Miss Tanzer was taken into an ad-
joining office by a special agent of
the department of justice while her
attorney went out to look for bail.

Some one with plenty of money
came to Miss Tanzer's rescue this
afternoon with 5,000 in cash and
gave bond for her appearance Wed-
nesday.

The bond was furnished by Harold
Spellberg, former assemblyman and
attorney for a surety company. Mr.
Spellberg said he was acting for a
stranger, who had driven up to his
office today, said he was interested in
the case and wanted to furnish the
bond.

This man, Mr. Spellberg said, had
taken him to a bank and withdrawn
\$3000 for the bond. This he gave
Mr. Spellberg, telling him to mail the
receipt therefor to a Brooklyn law-
yer. The bond was accepted.

MAN ARRESTED FOR
"TRADING WITH ENEMY"
JAILED WITHOUT BAIL.

(Associated Press Telegram.)
Liverpool, March 20.—Via
London—George Arthur Gate-
house, a Canadian, living in
Montreal, was taken into cus-
todian at Liverpool today, just
as he was about to sail for
America. The police took him
before a magistrate who re-
manded him for one week on
the charge of "trading with the
enemy."

Details of the charge have
not been revealed. Bail was re-
fused. Mr. Gatehouse has
been abroad, representing a
Philadelphia concern. He ad-
mitted that he had been in Hol-
land once since his arrival in
Europe last December, but he
declared he was innocent of any
intention of trading with the
countries hostile to Great Brit-
ain.

NEUTRALITY QUESTIONED BY GERMANS

In Answer Filed to French
Suit for Possession Of
Wireless Station

WHICH TEUTON COM-
PANY HAD AGREED
TO SELL

BEFORE THE WAR BEGAN

Station is Located at Tuck-
ertown, N. J., and the An-
swer States That a United
States Court of Chancery
Should Dismiss Action Or
Await Outcome of Pres-
ent War.

(Associated Press Telegram)
Trenton, N. J., March 20.—The
German corporation which owns the
wireless station at Tuckertown, N.
J., today asked the court of chan-
cery to dismiss the suit brought by a
French corporation to gain posses-
sion of the Tuckertown station and the
wireless station at Elvelve, Prus-
sia. The French company charges
that the German concern before the
European war started, had agreed to
sell the Tuckertown station to it. The
papers filed by the German corpora-
tion today are in the form of an
answer to the suit. They ask the
court to dismiss the suit or with-
hold action in the case, pending the
outcome of the war. The answer
further states that any steps taken
by the court at this time would be
incompatible with the neutrality of
the United States.

The French corporation is known
as Campagne Universelle de Tele-
graphie et de Telephone Sans Fil,
with offices in Paris. The German
corporation is the Hochfrequenz Ma-
schinen Aktiengesellschaft Fur Draht-
lose Telegraphie of Berlin. The
United States government corporation
now in control of the Tuckertown sta-
tion is also a defendant. The
United States government took
charge of the sending and receiving
of messages at the Tuckertown station
on September 9, 1914, in order to
prevent violations of the American
neutrality regulations.

The German company in its
answer, says the Tuckertown station
is the best means of communication
between the United States govern-
ment and Germany, because it has
greater capacity than the station at
Sayville, L. I. The Tuckertown sta-
tion, the answer says, is used by the
German government in communicating
with the German ambassador at
Washington.

The answer further says the real
object of the suit is to bring about
a cessation of communication be-
tween Germany and the United
States. The German answer says
that none of the alien parties to the
suit would be permitted access to the
courts of justice of the other coun-
tries, or be permitted to enforce the
contract which the French concern
avers was agreed to by the German
corporation.

GREAT BRITAIN AGAIN DETAINS AMERICAN SHIP

MARACAS LADENED WITH PACK-
ING HOUSE PRODUCTS BE-
FORE PRIZE COURT.

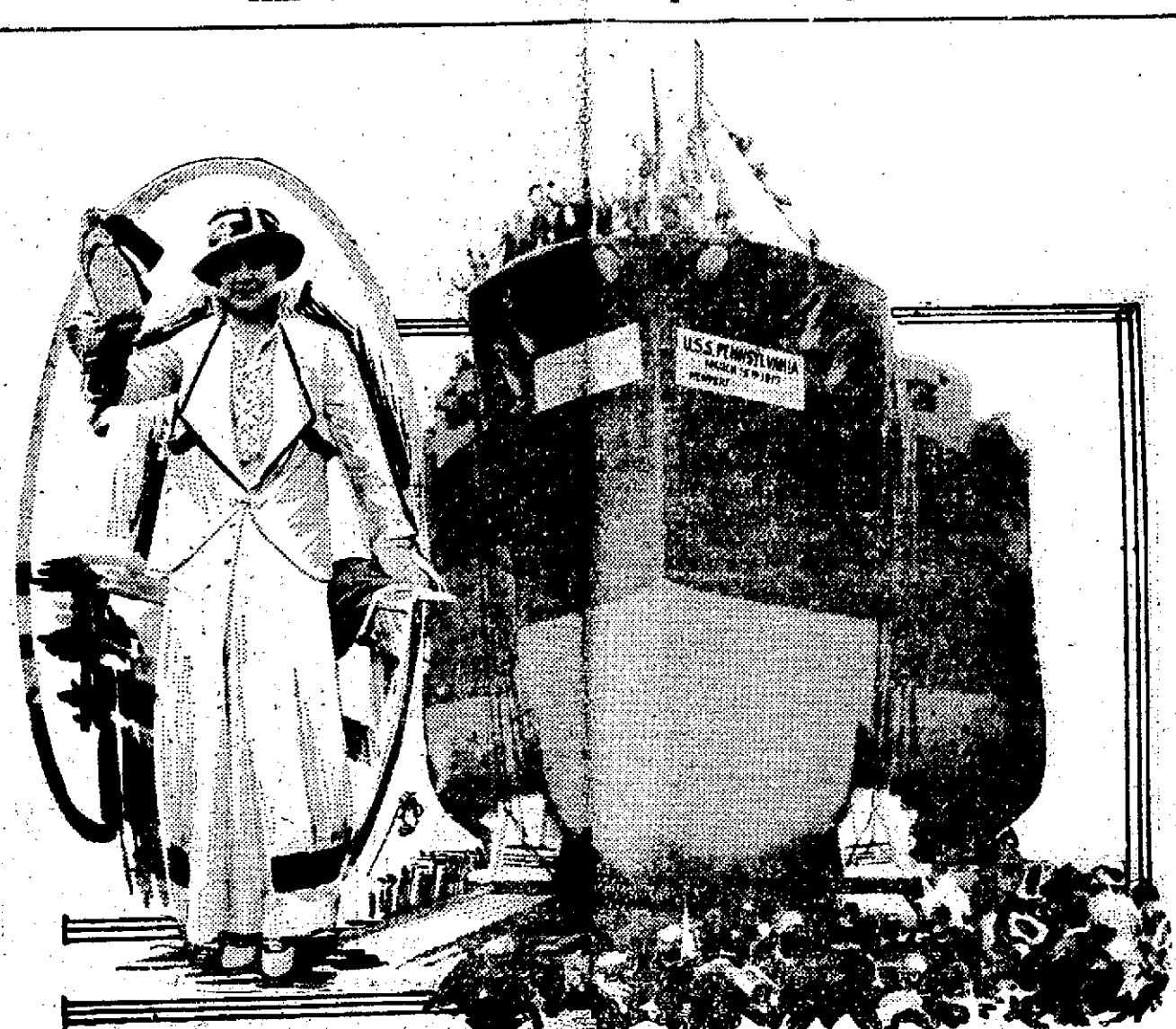
Was Formerly a British Steamer and
Transferred Since War to Amer-
ican Registry.

(Associated Press Telegram)
London, March 20.—It has been
ascertained that the American steam-
er Maracas, now being held at Hull,
for action by British prize court was
formerly the British steamer Car-
marthenshire and that she was trans-
ferred to American registry since the
outbreak of the war. Her owners to-
day are the New York Transatlantic
Steamship company. The Maracas
left New York on Feb 22 for Rotter-
dam and Copenhagen with a cargo of
packing house products. She was
detained at Kirkwall by the
British naval authorities since March
11.

This is the second time the
Maracas has been taken into custody
by the marine authorities of Great
Britain. She was conveyed into
Hull by a prize crew from a
British warship early in December.
She was on her way from New York
to Genoa. Subsequently, she was
permitted to proceed, assurances hav-
ing been given that no part of her
cargo would be sent to any country
hostile to Great Britain.

WEATHER FORECAST.
Probably fair tonight and Sunday.

America's Greatest Battleship and Her Sponsor.



The greatest battleship ever built
in the United States, if not in the
world, slipped down the ways at
Newport News the other day, as Miss
Elizabeth Kolb, declared by the gov-
ernor of Pennsylvania to be the
"sweetest girl in the state," smashes
a bottle of champagne on her
bow.

Germany Confiscates Oil Aboard Danish Steamship But Allows the Vessel to Go

(Associated Press Telegram)
London, March 20.—A cargo of
oil aboard the Danish steamship
Bryssel has been confiscated by the
German authorities in the Pomer-
anian seaport of Swinemunde, accord-
ing to a dispatch from Copenhagen
to the Exchange Telegraph company.
The vessel was released.
The seeling at Copenhagen, the
dispatch adds, is that the fact that
Germany needs oil does not justify
the seizure of the Bryssel's cargo.

The Bryssel was bound from Phil-
adelphia for Stockholm with a cargo
of oil and was stopped in the Baltic

PASSENGERS WITNESSED A NAVAL FIGHT

BRITISH TORPEDO BOAT AND
GERMAN SUBMARINE MET
IN IRISH CHANNEL

Steamer Lapland, Being Convoys,
Fled From Combatants to a
Safe Distance.

(Associated Press Telegram)
New York, March 20.—Passengers
aboard the British steamer Lapland,
which reached here today from Liver-
pool, witnessed a battle in the
Irish Channel between a British tor-
pedo boat, which escorted the Lap-
land, and a German submarine. The
Lapland, crowding on all steam, fled
in a zig-zag line from the combat-
ants.

The Lapland picked up her naval
escort outside the entrance to Liver-
pool harbor. Before the steamer sail-
ed reports were current in Liverpool
that submarines were in nearby wa-
ters. Steamer and convoy were not
far from Liverpool when the torpedo

Two Captured Vessels, One American, Another Norwegian, Sail for England, Having Been Manned by British Crews

(Associated Press Telegram)
New York, March 20.—The Amer-
ican steamer Lorenzo and the Nor-
wegian steam Thor, captured last
September by a British cruiser in
West Indian waters, while they were
delivering supplies to the German
raider Karlsruhe, sailed March 5 and
6 for England with British crews
aboard, according to passengers on
the steamer Parima, which reached
here today from the West Indies.

Passengers and officers of the Par-
ima assumed, in view of the depart-
ure of the two captured vessels that
they had been sold by order of the
prize court, although positive infor-

There is a question if the new
battleship, and the five more like her
under way, are greater than the
Queen Elizabeth now bombarding the
Dardanelles, and the five superdread-
noughts just being completed for the
British navy. The Pennsylvania will
carry 14-inch guns. The Britisher
has 15-inch guns. The latter will

shoot farther, but the total tonnage
of steel that may be fired from the
Queen Elizabeth is less than that of
the Pennsylvania. At close quarters
the Queen Elizabeth would not do as
much damage as the American ship,
but at a distance the British ship
could strike while the American
would be miles out of range.

The Lapland carried 113 passeng-
ers. In the steerage were two Amer-
ican boys, Harold and Howard Hud-
son, of Bridgeport, Conn., twins,
about 15 years of age, who had at-
tended school near London. The
boys wanted to see actual warfare
and enlisted in the British army giv-
ing false ages and not mentioning
their nationality. Their parents in
this country learned what had hap-
pened and invoked the aid of the
state department to secure their re-
lease.

Through the efforts of Ambassa-
dor Page at London, the boys were
released.

boat opened fire. The raider fired
a torpedo at another vessel. Passen-
gers aboard the Lapland watched the
progress of the missile through the
water and saw that it went wide of
its target. No torpedo was discharg-
ed at the Lapland so far as could be
learned.

Meantime, the torpedo boat's guns
had quickened their fire to a fusilade

Musty Courthouse Records Would Indicate Possibility That Mayo Married In Ohio

(Associated Press Telegram)
Cleveland, March 20.—Musty
courthouse records found here today,
showing that Virginus J. Mayo mar-
ried Alma R. Swathell, in Cleveland,
September 2, 1880 and a burial rec-
ord indicating that Mrs. Mayo died
seven years later, caused the author-
ities to believe that he probably is
Virginus J. Mayo, a Hartford, Conn.,
manufacturer, whom a number of
women in various cities have said
they regard as their husband. The
question of identity, the authorities
believe all hinges on whether there
was, or is, more than one Virginus
J. Mayo.

An old burial record just found,
has scrawled across it:

"Virginus Mayo, Erie, Pa." Sever-
al persons who claim to have been
friends of the couple during their
school days say they recall the mar-
riage, the death seven years later
and also the transfer of Mrs. Mayo's
body from Riverside to some other
cemetery. These persons also say
the Mayos had a five year old daugh-
ter at the time of Mrs. Mayo's death,
but all trace of her has been lost.

An old schoolmate of the Mayos,
today produced photographs of the
couple, which were taken about the
time of their marriage. The picture
of Mr. Mayo, although it is a quarter
of a century old, is said to show a re-
semblance to the Hartford, Conn.,
man.

A passenger aboard the steamer
Parima, said that he had seen in
Grenada two life buoys with the
word, "Karlsruhe," on them, and
that several German officers' caps
had been washed ashore in Charles
Bay, Grenada, and picked up by a
fisherman.

Mr. Wadsworth said that there
was a report in the West Indies that
the Karlsruhe had run ashore on a
reef, and had been blown up by her
officers to prevent her being captur-
ed. The officers and crew of the
Karlsruhe put to sea on one of the
ships which the Karlsruhe had cap-
tured and which accompanied her.

OPINION AS TO VALIDITY NEXT WEEK

Should Turner Rule That The
Bills Need Two-Thirds
Vote

AND NOT THE EMER-
GENCY CLAUSES
ALONE

THEY WILL BE ILLEGAL

And All Work Done Under
the Vonderheide Conserv-
ancy Measure Will Be
Nullified—All Taxation
Laws Are Emergency
Measures—Ohio Legisla-
tive Proceedings.

(Associated Press Telegram)
Columbus, March 20.—The Von-
derheide conservancy law and all
work done under it in the Miami
Valley and Franklin county conser-
vancy districts, would be affected, if
Turner General Turner holds laws
need a two-third vote to become
emergency measures, according to
the opinion of Edward W. Hughes,
house parliamentarian, expressed in
a statement given out today. The
attorney general will give his opin-
ion Monday. He will pass on the
immediate question of whether the
Beitler emergency tax bill and the
Moore oil inspection fee bill were
passed constitutionally by this leg-
islature when they received only a
majority vote on the main subject
of the bill and a two-thirds vote on
the emergency clause.

Mr. Hughes pointed out in his
statement that the Vonderheide law
was passed without a two-thirds vote
on the body of the bill, but with an
emergency clause attached by a two-
thirds vote. He said the state auto-
mobile license law also was passed
in this manner and will be affected
in the same way by an opinion that
the Beitler bill was not passed con-
stitutionally.

James Boyle, newly-appointed
tax commissioner, after conferring
with Governor Willis today on the
question of the validity of the Beit-
ler bill, which creates a new tax sys-
tem for use this year only, expressed
the opinion that the constitution
provides that all bills relating to tax-
ation are emergency measures by
their own natures. His attitude
would make the Beitler bill an
emergency even without a two-thirds
vote on the emergency clause.

Governor Willis said today he
could not sign the Beitler or Moore
bills before Monday or Tuesday, since
they have not been certified to him
with the signatures of the presiding
officers of both houses.

8 BRITISH SHIPS IN WEEK, VICTIMS OF SUBMARINES

(Associated Press Telegram)
London, March 20.—German sub-
marine raids during the week, end-
ing March 17, resulted in the loss
of eight British vessels with a total
tonnage of 22,825 out of 1539 ar-
rivals and sailings, according to a
summary issued today by the admir-
alty. Three other vessels which were
torpedoed, were able to reach port.
The total losses to British com-
merce from the beginning of the war
to March 17 were 96 merchant ves-
sels and 47 fishing vessels.

TRIBUTES WILL BE PAID MEMORY JUSTICE LURTON

(Associated Press Telegram)
Washington, March 20.—Tributes
to the memory of the late Justice
Lurton, of the supreme court will
be paid by members of the supreme
court bar at a meeting in the cham-
bers of the court at the capital next
Saturday. William H. Taft, who sat
on the circuit bench with the late
Justice and appointed him to the
supreme court, has signified his in-
tention to attend. He probably will
be chosen to preside. Noted at-
torneys and justices in various sec-
tions of the country, particularly the
middle and southern states, have an-
nounced their intention to be present.
Among those who are expected to
speak in addition to Mr. Taft, are
J. M. Dickinson of Tennessee; former
Governor Judson Harmon, of Ohio,
and William Marshall Bullitt, of
Kentucky.

Inasmuch as the court itself will
not be present, Mr. Taft as chair-
man, would occupy the chief justice's
seat on the bench.

LAND FORCE NECESSARY AT STRAITS

Growing Belief That Bom-
bardment of Forts Will
Be Futile

UNTIL SUPPORTED BY
POWERFUL LAND
FORCES.

BOTH FRONTS INACTIVE

In Conflict In Europe, Con-
sidered In Relation to the
Furious Fighting In the
Recent Past—Operations
Have Lapsed Into Siege
Warfare—Ossowetz Bom-
bardment Fails.

(Associated Press Telegram)
London, March 20.—With the
Russian Black Sea fleet reported
knocking at the door of the Bos-
phorus and six allied battleships re-
newing the bombardment of the
Turkish positions on the Dardanelles,
the fate of the Straits is today hang-
ing in the balance according to the
views freely expressed in London.
Nevertheless, reports from Turkish
sources still profess supreme confi-
dence in the impregnability of the
defending forts which, it is claimed,
have successfully sustained a bom-
bardment extending over 21 days.

The report of the British admir-
alty giving news of the sinking of three
battleships, two British and one
French, is rather hazy as to the re-
sults achieved by the sacrifice and it
gives weight to the growing belief
that the Straits will not be won until
the navy operations are supported by
effective land forces. The bombard-
ment of the forts is interrupted by
bad weather, but it is anticipated
that the operations will be pushed as
rapidly as possible.

The French admiralty, while ex-
pressing the hope that some mem-
bers of the crew of the battleship
Bouvet have been saved, confirms re-
ports from neutral sources that the
French battleship Gaulois, also suf-
fered severely in the battle of
March 18. Although Turkish offi-
cial reports minimize the effect of
the bombardment and declare that
Constantinople is not afraid, intelli-
gence received from other near east-
ern points sets forth that negotia-
tions already have begun with the
American embassy to Vienna as an
intermediary to save the Ottoman
capital from the guns of the allied
warships.

News of the destruction of the
German sea raider Karlsruhe have
received some confirmation by the
guarded statement of the British ad-
miralty that there is every reason to
believe that this cruiser was sunk
in the West Indies in November.

Relative inaction prevails along
both battle fronts in Europe, which
again seem to have relapsed into the
condition of siege warfare which
prevailed during the winter. Aus-
trian reports by way of Berlin claim
that the Russian offensive movement
in the Carpathians through the Lup-
kow pass has resulted in failure, but
direct reports from both Vienna and
Petrograd agree in making attacks
and counter attacks in the Carpa-
thians.
The Germans still are bombarding
Ossowetz without success, according
to the Russians, who claim to have
destroyed the advanced trenches of
their antagonists.

Neither side reports any important
actions in the western front during
the past week.

DAIRY OFFICIALS MUST STAND TRIAL FOR OLIO FRAUDS.

(Associated Press Telegram.)
Columbus, March 20.—Den-
nis Kelly, M. L. Corbett, W.
H. Eberhart and O. H. March-
mont, former officials or em-
ployes of the old Capital City
Dairy company, must stand trial
on the charge of defrauding the
government and for conspiracy
to defraud the government out
of millions of dollars by an al-
leged evasion of the oleomargar-
ine tax.

In the United States district
court today, Judge John E.
Sater overruled the demurrers
to the indictments, filed by the
attorneys for the indicted men
and ordered that they must
stand trial.

It is expected that the indict-
ed men will face trial before
Judge Sater in the first week in
April, and according to pre-
sent plans, they will all be tried
at that time.

ALLIED FLEETS CONTINUE THE BOMBARDMENT

DESPITE LOSS OF TWO BATTLESHIPS AND MERCHES FIRE FROM PORTS

Reinforcements Arrive at Smyrna to Repair Damage and Man Fortifications.

(ASSOCIATED PRESS TELEGRAM)
London, March 20.—Six battleships re-entered the Dardanelles straits Friday, according to a dispatch received here by the Reuter Telegram company from the island of Tenedos.

This resumption of the action after the loss Thursday of the French battleship Bouvet and the British battleships Irresistible and Ocean, failed to accomplish anything for the reason that the unfavorable weather conditions made operation impossible.

TROOPS HARD AT WORK TO REPAIR DAMAGE TO THE PORTS AT SMYRNA.

(ASSOCIATED PRESS TELEGRAM)
Paris, March 20.—Important Turkish reinforcements have arrived to man the fortifications on the coast and gulf of Smyrna, according to dispatches from Mitylene. Troops are hard at work repairing the forts damaged by the bombardment of the allied fleet. The fort of Castraki is reported to be undamaged. Mines will be placed in the vicinity of Clazomes, a few miles west of Smyrna. Searchlights from Turkish batteries illuminate the waters of the Gulf and those along the coast at night.

A Havas dispatch from Athens says that minesweeping in the Dardanelles, which began at 4 a. m. Friday, was interrupted by a shower of shells from Turkish forts.

FLEETS HAVE NOT DEVELOPED FULLY THE FIRST ATTACK.

(ASSOCIATED PRESS TELEGRAM)
Paris, March 20.—No attempt was made by the allied fleet to develop to the fullest extent its first general attack on the Dardanelles, which was launched Thursday, says an Athens dispatch to the Havas Agency which quotes a British officer as authority for the statement. Two thousand shells were fired in a six hours bombardment, designed to force a passage to Kilid Bahr and Chanak Yalessi.

Fire from the Turkish batteries was uninterrupted and violent according to information obtained from other sources, that Havas correspond-

Roosevelt Accuses Charity Organizations.



Colonel Roosevelt, with Judge E. H. Gary, chairman of the board of the steel trust and head of the committee on unemployed in New York, met on unemployed in New York the stations where 2,000 men have been put at work, and in the course of a talk charged that some charity organizations give of every dollar they collect seven cents to the poor and keep ninety-three for the officials and other expenses.

"We still know that some philan-

thropic take ninety-three cents to get seven cents to those who need the seven cents," he said.

"Do you mean anything in particular?" he was asked.

"Yes," he exclaimed. "I mean something, but I'm not going to say it. But in this kind of work every cent given by the public goes to the poor and teaches them to help the poor who are even worse off than they are. In these shops the overhead charges are only five cents."

The brow of the French battleship Gaulois was touched by a mine but the damage can be repaired in a few days. She left the Straits and anchored at the island of Naxos.

The British battle cruiser Indefatigable, which was hit on the bow by shells, also steamed out of the straits convoyed by two cruisers. A shell which exploded on her deck, is reported to have killed forty men and wounded many others.

One Turkish fort, the name of which is not given, is said to have been seriously damaged while many of its defenders were killed or wounded.

The dispatch says the allied warships re-entered the straits at 9:30 yesterday (Friday) morning and resumed the bombardment with great violence.

TURKS REPORT THAT NO DAMAGE WAS DONE.

(ASSOCIATED PRESS TELEGRAM)
Constantinople, Via Berlin, by wireless to London, March 20.—An official statement issued from Turkish headquarters, says the sinking of British and French warships in the Dardanelles, was due to "torpedoes" and adds:

"A hard seven hour fight ended with success for our forts. Beyond slight damage to the earthworks, no damage was done to fortifications."

According to statements made yesterday by the British and French admiralties, the British battleships Irresistible and Ocean and the French battleship Bouvet, which were sunk in the Dardanelles were blown up by floating mines.

AUSTRIAN PORTS ARE UNDER THE NAVAL BAN.

(ASSOCIATED PRESS TELEGRAM)
Rome, Via Paris, March 20.—Commanders of the Anglo-French fleet in the Adriatic sea, according to advices from Ancona, have been notified by their governments that the transportation of goods of any kind to or from ports on the Austrian coast is prohibited under the terms of the allies' new naval policy and that steamers carrying such cargoes are to be seized.

BOWLING TOURNAMENT.

(ASSOCIATED PRESS TELEGRAM)
Peoria, Ills., March 20.—One hundred and thirty-eight bowlers attempted this afternoon to outdo the high singles mark of the American Bowling congress tournament, here set by J. Leblanc, of Chicago, at 471. Some of the best bowlers of Chicago, Toledo, Jamestown and Cleveland will compete in the individual event, two men teams from the same cities were to roll today also and on the program for tonight are five men teams from Cincinnati and Louisville, among others.

WAR LOAN SUBSCRIBED.

(ASSOCIATED PRESS TELEGRAM)
Berlin Via London, March 20.—Competent financial authorities estimate that subscriptions to the war loan, which closed at one o'clock yesterday, will aggregate at least six billion marks (\$1,500,000,000). The exact results probably will not be available before Monday.

When a fellow asks a girl to marry him she is generally pressed for an answer. In fact, he is apt to squeeze the life out of her.

Panama's Famous Arch.

One of the most famous "flat arches" in the world is to be found in the ruins of the church of Santo Domingo, Panama City, and has stood for nearly three centuries. The arch has an unsupported span of thirty-six feet five inches and stands twenty feet from the ground. Tradition has it that the Dominican monks planned and built their own church. This arch was near the front of the entrance and supported the organ loft, and it fell down three times as soon as the supports were taken away. Then a monk who was neither an architect nor an engineer "dreamed" an arch and drew up a plan according to his vision. When the arch was for the fourth time completed the designer stood beneath it while the supports were removed, staking his life on his inspired work. It stood and still stands. The church was destroyed by fire in 1737, and now nothing remains but this marvelous arch.—Wide World Magazine.

Burning Byron's Autobiography.

May 17, 1824, witnessed a famous literary bonfire—the solemn burning of Byron's autobiography. The manuscript had been given by the poet to Thomas Moore on the sole condition that it should not be published until after his death. Moore sold the MS. to John Murray for 2,000 guineas, but after Byron's death in the spring of 1824 he and others began to doubt the propriety of printing it. Lord John Russell and Washington Irving, to whom it was submitted, declared it too gross and libelous for publication, and Murray, generously foregoing his claim to the money advanced to Moore, called a council of Byron's friends, which met in the publisher's drawing room at Albemarle street on the evening of May 17, and committed the manuscript to the flames.—London Chronicle.

Snake's Sixth Sense.

That the snake has a real sixth sense by which it finds its mate in the woods and unerringly trails its prey is the belief of a man who is a special student of snakes. The seat of this sense of direction is supposed to be the curious forked tongue, which can have none of the uses to which the tongue is usually applied, but is a feeler and more and is incessantly darting about as the snake travels. A lizard was seen to come from beneath a house in the woods, take a zigzag course and disappear under a box ten feet away. Two minutes later a black snake appeared, passed over the lizard's exact course, keeping the tongue constantly seeking the trail, and, darting under the box, quickly emerged with the lizard in its jaws. Many other observations seem to prove that the tip of the tongue is the guide.—Exchange.

Sandy's Test.

A country parson in Scotland on first going to his parish resolved to farm his glebe for himself, and a neighboring farmer, kindly offered to send a man to plow one of his fields. "If ye're goin' about," said the farmer to the clergyman, "Sandy will be unco weel pleased if you speak to him and say it's a fine day or the like o' that, but dinna say on'thine' to him about plowin' and sowin' for Sandy is a stoopid body, but he's been plowin' and sowin' all his life, and he'll see in a minute that ye ken naethin' about plowin' and sowin'. And then," added the old farmer, with extreme earnestness, "if he comes to think that ye ken naethin' about plowin' and sowin' he'll think that ye ken naethin' about on'thine'."

When Cocoa Was Cash.

Cocoa once figured very prominently in the war history of the nation of its birth, Mexico. We know that Montezuma levied his tribute upon the nations round in loads of cocoa, and on occasions his treasure houses were bursting with the accumulated mountains. Prescott assures us that the currency of Mexico consisted of "transparent quills of gold dust, of bits of tin cut in the form of a T, and bags of cocoa containing a specified number of grains." So that in ancient Mexico to export cocoa was to deprive the empire of both food and cash.—London Standard.

Flatterer.

"Everybody says that Jones has the finest mind, insight and sagacity he ever ran across. How did Jones get such a reputation?"

"Easy. Whenever you make a statement he says: 'By Jove, that's so! Why didn't I think of that before?'"—Cleveland Leader.

Modern Education.

"Helping a child with his lessons used to mean that you wrote a composition or did a few sums."

"Well?"

"Now you may have to model something in clay or even go out and capture a live snake."—Pittsburgh Post.

Perpetual Punishment.

"I'd sooner be a criminal than be married to a woman like Peck's wife."

"What do you mean?"

"At a time, a criminal gets one sentence at a time, but poor Peck gets a whole string of sentences every day."—Chicago News.

This Worldly Stage.

Most of us are so obtuse that we never see the snares of life that are so much dangled upon by the magazines and depicted in melodrama.—Kansas City Journal.

Good Exercise.

"I was a book agent once."

"How long did you stick to it?"

"Until I had lost about thirty-five pounds."—St. Louis Post-Dispatch.

Edward Kibbel sr., is taking depositions in Chicago today.

PRIZE GIVEN

ARCADE MERCHANT MAKING BEST WINDOW DISPLAY AT AUTOMOBILE SHOW

At a Meeting of Dealers Association Friday Night Final Arrangements Were Made.

A prize of ten dollars will be awarded the merchant in the Arcade who, during the Second Annual Automobile Show, exhibits the best looking window display. This step was agreed upon by the members of The Licking County Automobile Dealers Association who met Friday night, in regular session.

The meeting was called for the purpose of settling up all the final details connected with the show. Steps were also taken to provide some sort of protection against the chilly blasts of the March winds. It is proposed to erect an awning at the east entrance to the Arcade, such as is usually employed at entrances to churches on occasions of weddings.

It was also decided to close up the north entrance to the Arcade Annex by erecting a temporary protection. The committee on management, composed of Messrs. Simpson, Pence and Yoeman reported that janitor and police service had been secured for the Arcade during the week of the show. Messrs. Forsythe, Hess and Smith, of the advertising committee reported that all arrangements for advertising had been concluded and that the Second Annual Automobile Show had been well advertised throughout the county.

All arrangements for the placing of the cars to be exhibited in the Arcade and Arcade Annex were completed and work will begin on the show promptly Monday morning.

The following firms were admitted to membership in the Association: Stillman Garage, Clarence Jones, Clyde Bowman, A. D. Fairall, George Stream and the Anderson Motor Sales Co., of Alexandria.

CHANCELLOR OF THE CATHOLIC CHURCH IS DEAD, AT AGE OF 83

(ASSOCIATED PRESS TELEGRAM)
Rome, March 19.—Via Paris, March 20.—Cardinal Anthony Aclari, chancellor of the Catholic church and sub-dean of the sacred college, died today at the age of 83 years. He was a titular bishop of Albano and was proclaimed a cardinal in 1896. He was who proposed to the sacred college on August 22 last, that an address be sent to the belligerent powers, asking that an armistice be arranged so that a successor to Pope Pius X need not be elected while blood was being shed upon the battlefield. When there was friction between the French government and Cardinal Merry Del Val, in 1906, it was reported that Cardinal Aclari was a candidate for the papal secretary of state.

Read Advocate Wants.

Presentation of Springtime Fashions

To those who delight in Viewing Smart Styles—

We present an assemblage of New 1915 Spring Models and Fabrics that will make a distinct appeal.

HERRMANN SMART SUITS AND OVERCOATS

\$10 - \$15 - \$20 - 25

Home of—

- Stein-Bloch
- Strouse & Bros.
- Smart Clothes
- Knox—Beacon—
- National HATS—
- Manhattan—
- Eclipse SHIRTS
- Manhattan—
- Superior Underwear
- Holeproof
- Esco Hosiery

"ALL KNOWN AS THE BEST AND THE BEST KNOWN."

COME IN—

LOOK—

TRY ON.

HERRMANN THE CLOTHIER

The Store of Newark, Ohio, Where Quality Counts.

4% Old Home

TO SAVER & INVESTOR ALIKE

the Home Building Association Company of Newark preaches SAFETY first of all. This has been our creed for more than a third of a century.

And in all this third of a century this Company has never failed to put this principle into daily practice.

First mortgage security, an ample surplus fund and strict adherence to the rigid laws and supervision of the State of Ohio,—these vital points should mean much to you as a saver or investor.

They mean much to us because they are the practical, time-tried application to our affairs of the principle we so constantly preach.

This "Old Home" PREACHES SAFETY PRACTICES SAFETY and offers you this SAFETY for your funds placed here and earning interest at 4%.

THE HOME BUILDING ASSOCIATION COMPANY

OF NEWARK, OHIO

1915 Spring Styles Now Being Shown

YOU never had a better choice than we offer you now.

THE whole story of Spring Styles is here—not a shape or color worth seeing is missing.

Men who follow style will not wait.

We Sell The Best \$2 and \$3 Hats On Earth

Home of KNOX Derbies.

HERRMANN THE CLOTHIER

"The Hat Store of Newark."

Undeniable.

"Father, what is a convalescent?"

"A patient who is still alive, son."

—Philadelphia Public Ledger.

Want a house? Read the Wants.

Smart Clothes For Easter

First Communion and Confirmation Suits

Hermann's Special Blue Serge. Strictly all-wool, elegantly tailored, pants full lined.

Only \$5.00

Special Combination Suits

In Greys and Tans. Strictly all-wool with extra pants to match.

\$5.00

Splendid showing of Boys' Norfolk Suits for Spring. Ages: 5 to 18—at

\$3.00 to \$10.00

BOYS' WASH SUITS

Suits for the boys, age: 2 to 8, and even the real live boys can't hurt them for they wash—and wash—and don't fade. They are here in wonderful variety.

\$1 and Up

Splendid showing of Boys' Plain and Norfolk Waists, Shirts, Neckwear, Hats and Caps.

HERRMANN THE CLOTHIER

"The Store of Newark, Ohio, Where Quality Counts."

You'll Find News in the Wants Today

THE NEWARK ADVOCATE

Published By

The Advocate Printing Company

W. H. SPENCER, President and General Manager
W. J. BOWERS, Secretary-Treasurer

Established in 1852, at the postoffice at Newark,

Ohio, Under Act of March 3, 1879.

MEMBER ASSOCIATED PRESS AND MEMBER AMERICAN NEWSPAPER

MEMBER SELECT LIST OHIO DAILY NEWSPAPERS.

New York Office: 114 Nassau street, Robert Tones
Chicago Office: 123 Madison street, Allen & Ward

TERMS OF SUBSCRIPTION

Single Copy, .02 cts.
Delivered by carrier per week 10 cts.
Delivered by carrier—One month \$2.40
Delivered by carrier—Three months \$6.25
Delivered by carrier—Six months \$11.50
Delivered by carrier—One year \$21.00
All subscribers who arrange to pay in advance are subject to a call from the collector if payment is not made when due.

Terms By Mail

(Strictly In Advance)

One month \$2.40
Three months \$6.25
Six months \$11.50
One year \$21.00
All subscriptions discontinued at end of time for which they are paid unless renewed before expiration.

NEWS STANDS WHERE THE DAILY ADVOCATE IS SOLD:
Fred G. Speer, 20 North Park Place
Darnes, South Second St.
U. O. Stevens, Arcade
E. M. East, East Side Pharmacy
Cateran Station News Stand, E. Main
Arcade Hotel, Arcades Annex
T. L. Davis, 309 East Main St.
Atherton's, Cor. Fourth and W. Main
Feidner Bros., East Main St.
King Drug Store, Union St.
The Postman, North Second St.
The Warden, West Main Hotel
C. K. Patterson, 129 Union St.
Union News Co., B. & O. Station

BUY MADE IN U.S.A. PRODUCTS

Home Trade and Autos.

The Licking County Automobile Dealers Association was organized with the object in view of promoting co-operation among its members and boosting Newark.

The members of the Association are practically all doing business in Newark; they live in Newark and pay taxes here. Their business is just as important to the welfare of the city as is that of the merchant and their business is just as dependent on the citizens of Newark as is that of the grocer, butcher or baker.

When an automobile is purchased by a citizen of Newark, one of Newark's automobile dealers should be patronized. There is a big range of prices and styles to choose from in the different makes of cars represented by the members of the Licking County Automobile Dealers Association. Columbus, Cleveland or Cincinnati cannot offer to an automobile buyer any more advantages than can be found in patronizing the local dealers. When you buy an automobile from a Newark dealer you too, are helping in building up the city that you live in.

Farm Bookkeeping.

The American farmer has traditionally been a shrewd sort of creature. While he was laughed at as the prey of gold brick as a matter of fact no other class of men has been equally difficult for confidence men and sharpers. He is a master of the art of trading, and his calling made him a keen judge of values.

Hence it does seem singular that so many farmers have been so terribly cheated by their own farms. The typical old time farmer ran along in a dreary circle. He raised grass and corn and a garden, to feed his horses, cows and family. He did raise a little milk from his cows, which was his only cash crop. Much of the milk went to the feeding of young calves. The offal from the barn went back into the land to complete the profitless circle. At the end of the year, if he had placed no new mortgage notes on the farm property he did well.

In the rich corn and wheat belts, and in the cotton country, of course things went a little better. The soil was prolific, and it was hard not to make money. But the terrible slump in farm mortgage loans that occurred some 15 to 20 years ago showed that even in good lands many farmers worked at a loss.

The farm has been the only business that has had no book-keeping. Every other line has had its operations in each department down in black and white.

A printer who would undertake to turn out a lot of posters or catalogs without definite figures of expense, obtained from similar operations in past years, might just as well board up his front windows and call in the auction man. But the majority of the old fashioned farmers are still trying to raise half a dozen different crops, without keeping any separate expense account of each.

Spring Advertising.

The Advocate invites its readers to the careful consideration of the announcements in its advertising columns of the fine lines of spring goods now being offered. This is a time of the year when people are spending a good deal of money for new material. It makes a big difference.

March 20 In American History.

1782—End of the long administration of the British ministry headed by Lord North, noted for the loss of American colonies to Great Britain. A. D. Jan. 28, 1770.

1906—Mrs. A. D. T. Whitney, author, best known by her stories for young people, died in 1924.

ASTRONOMICAL EVENTS.

Evening stars: Mars, Saturn, Venus. Morning stars: Jupiter, Mercury, Uranus. The Pleiades seen favorably, due west, midway of the heavens about 8 p. m.

TAKE A LOOK IF YOU HAVE TIME

Swat the Fly.
Spum is coming, spum is coming,
But the thought that is bumbling
All our glad anticipations
Is the fly.
Born in filth, with nith he's teeming,
And the little devil's scheming
To contaminate our rations—
SWAT THE FLY.

The industrious female gaily
Lays eggs by the hundred, dailily,
She can pick an incubator
That will work
And her progeny precocious
Starts at once his work atrocious;
He is no procrastinator
Nor a shirk.

He bears millions millions of bacteria,
Typhoid germs and eke diphtheria,
Cholera and plague bubonic—
Swat the fly.
Scarlet fever and exanthema,
Smallpox and tuberculosis,
Swat him with a swat sardonic,
SWAT THE FLY.
Newark, O., March 20, 1915.

The show that tries to get the laughter through the medium of the "local" joke never is very funny in any other respect.

You can't find a hostess by telling her you have had a "lovely" time. She knows whether you had or not.

The rule is that the easier the time a man has the less he amounts to. The desirable routes are all uphill.

If a woman's dreams came true life would be one long drawn out and unspeakable horror.

A man tells one-fourth of the time in order that he may live and the other three-fourth of the time in order that he may live in the manner which appeals to him.

It isn't so much that you don't know. The trouble is that you can't find out.

A layman is an amateur performer who doesn't know how much about the game he is trying to play.

A man has a little better chance if he is not handicapped by side whiskers.

Cincinnati has 115 moving picture houses, 22 hotels, 804 saloons, 250 churches, 33 hospitals, 1236 groceries, and one Luke McLuke. One's enough. We have to work part of the time.

Fortune befriends the bold—Cicero.

The Dardanells still appear to be in straits and will probably remain so even after the war ends.

I won't quarrel with my bread and butter.—Swift.

Just after we had picked out our new spring suit along came yesterday's snow storm.

We that live to please must please to live.—Samuel Johnson.

Miss Spring officially arrives tomorrow, but doubtless it will take her a few days before she gets accustomed to the place.

Uncle Walt

HIGH AMBITION.

I'd like to be a fighter, and with the white hopes stand, though joshed by every writer throughout the weary land, I'd do some heavy bluffing, and say I'd whip the Smoke, and from him I'd knock the stuffing—and all that kind of joke. I'd gladly take a licking, to get a roll of scads; I'd call that easy picking, as do all white hope lads. The people are so easy, they are a sight to see!

Though they should know I'm cheezy, they'd surely fall for me. For any spavined duffer, who threatens, bold and rash, to make Jack Johnson suffer, can get the people's cash. They come, a-screaming gravel, to hear his fierce parangues; to see him scrag the 'll travel five thousand parasangs. And when he's beaten badly, and has a mangled face, they only murmur: "His name is Schweitzerkase." And like dumb, driven cattle, disgusted, sick and sore, they walk back from the battle, five thousand versts or more. But they are always eager to hail another star, however cheap and meagre his claims to greatness. They hear his bragging braggery, and whoop live everything, and won't believe he's cheezy, till proven in the ring.

WALT MASON.

Copyright, 1915 by The Adams Newspaper Service.

Spirit of the Press

Needn't Worry.
With 6,500,000 bushels of wheat, 58,800,000 bushels of corn and 10,800,000 bushels of oats still on hand, there is every reason to believe that the farmers of Indiana will be quite equal to the upkeep of their cars this summer.—Indianapolis News.

Governmental Efficiency.
An interesting problem is how the government will handle its discovery which triples the production of gasoline and its new processes which produce the chemicals used in ammunition and dyestuffs. The government is notoriously an incompetent monopolist, and can it handle the secrets without playing into the hands of the private monopolists? In the end good will come, of course, but on the way most of the profits will go to the few who are sharper than the others, unless the government can defeat enterprise and change human nature.—Pittsburg Ledger.

Advocate Is a Member.
The opinion by the Attorney General of the United States that there is no ground for the allegation that

the great news gathering and distributing organization—the Associated Press—is a violator of the Sherman anti-trust law was a foregone conclusion from the very nature of the association. Its basic principle is mutual co-operation among its members, not for profit making, because it has nothing to sell, but for the common convenience in the collection and exchange of news between its members. It attempts no compulsion outside and as a voluntary association for a perfectly legal and ethical purpose has, as Mr. Gregory says, an unquestioned right to determine whom it may admit.—Pittsburg Dispatch.

Munitions of War.
It is remarkable that in the eighth month of the war with its own large resources supplemented by plants in the United States and Canada, Great Britain should have to complain of lack of munitions of war. Lord Kitchener's remarks probably had reference to the enormous consumption of ammunition contemplated in the forward movement he has promised to make in May, but the production in British plants must have been pushed to the utmost, in spite of some labor troubles, and huge contracts have been placed in this country and the Dominion. If the supply does not yet come up to his idea of the impending need it is going to be possible to supply his army when, in his own language the war will really begin.—Philadelphia Record.

Export Balance.
When the export balance sets a new record nearly every week, it becomes an old story. Still, an excess of \$47,000,000 in the week of March 13 is an amazing fact. A year of such weeks would yield an excess equal to the total exports of any previous year. It would reduce our indebtedness abroad by nearly two billions. It would cut our annual interest bill nearly \$100,000,000. No one expects such a pace to be continued; but the pace of the past few weeks need not last long to alter the financial relations of the United States with the rest of the world. For a time we shall not be the conspicuous example of a debtor nation that we have been.—New York World.

Pointed Observations

The report that Germany is backing China is credible. But the backing is rather too far back at present to be effective.—New York World.

Delaware has just voted to retain the whipping post. And it is needed in many states that call themselves more progressive.—Florida Times-Union.

Germany is holding 75,000 Russian prisoners. Inasmuch as the plan of the allies is to starve out the Germans, why not have the rest of the Russian army to surrender?—Kansas City Journal.

William Watson has written an ode to Roosevelt. Perhaps the Colonel can arrange to have a cigar named after Watson.—Pittsburg Dispatch.

General dislike for America doesn't prevent the other nations from coming around at feeding time.—Washington Post.

Secretary of the Navy Daniels is to have hereafter a 17-gun salute—an increase of two shots. Let's see, what is the cost of a shot?—Columbus Dispatch.

Ex-Governor Pennypacker fears that women, if they get the vote, "will fall easy victims to a lot of mountebanks." Of course, no men voters ever did so. The election of "Cousin Sam" proves that.—Pittsburg Dispatch.

Seagulls are guilty of unneutral conduct; they have been revealing German submarines to British skippers.—Philadelphia Record.

When we see Germany doing out all the rations of bread and British com-realize why the Socialists are fighting manhandling all factories we begin to in this war. Socialism seems to be winning on both sides.—Detroit Journal.

Napoleon said Europe must become republican or Cossack; she refused to accept freedom and now the Cossack is at her doors indeed—front and rear, with a bed on the porch.—Florida Times-Union.

There are 250,000 Irishmen fighting with Great Britain in this war, and that's some ammunition!—Baltimore Sun.

So long as the Administration at Washington addressed General Carranza in terms of menace, the old gentleman was obstinate, but when

Co-operative Rearing of Children a Menace to Civilization

By ALEXANDER W. SAMUEL, English Publicist

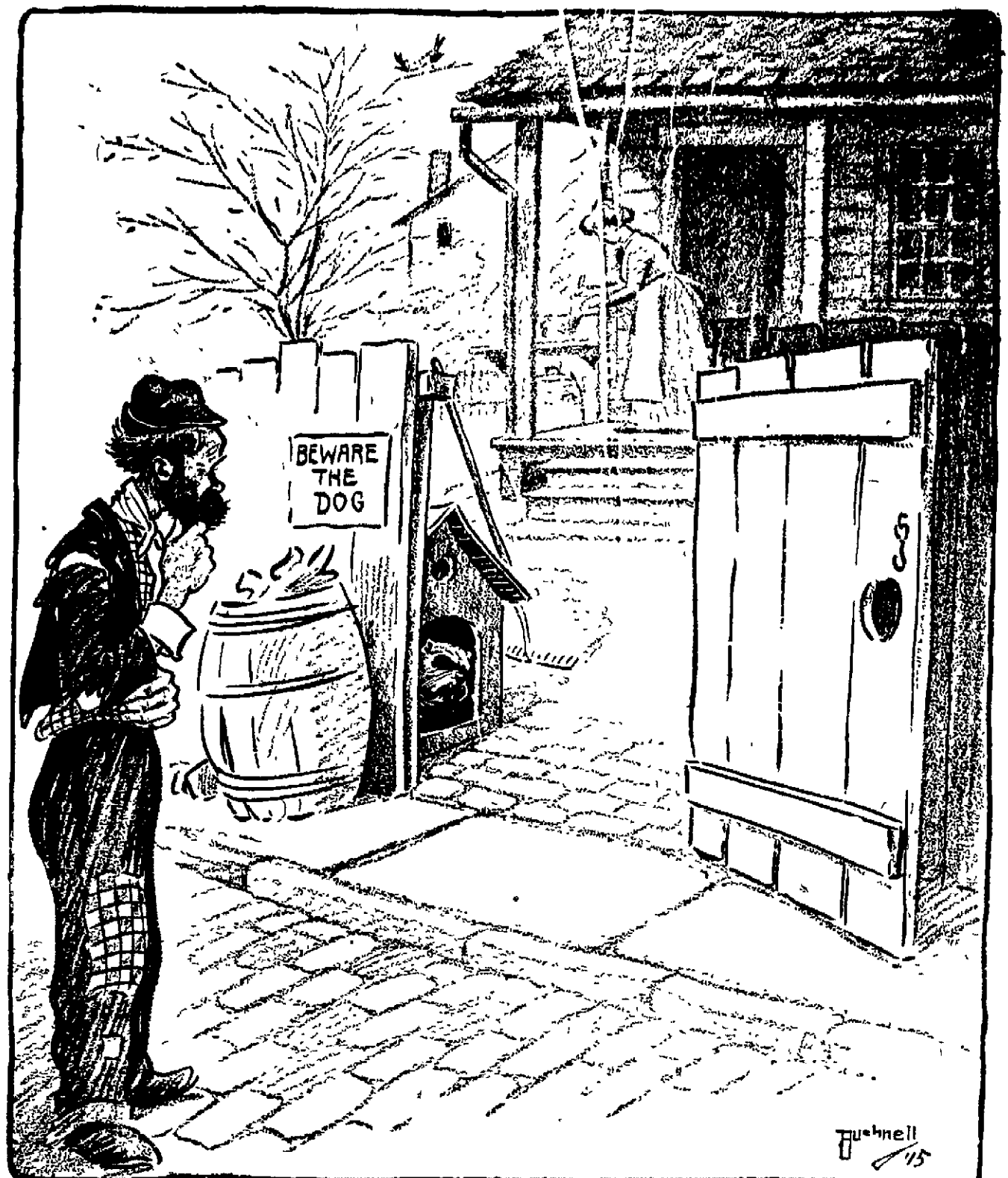
CIVILIZATION will perish if this absurd intellectual conceit in the shape of careers for women continues to increase at the expense of the family. I refer particularly to the theory which is being propounded by many of the prominent feminists of the day—THAT OF BRINGING UP CHILDREN CO-OPERATIVELY, PUTTING THEM IN A LARGE APARTMENT HOUSE WITH TRAINED NURSES WHILE THE MOTHERS ARE OUT DOING OTHER THINGS.

The most important work any woman can possibly perform is to care for her children. But if a woman prefers being a master mechanic to being a mother all I can say is that it's better for her, for society and for her children—especially for the children—that she shouldn't mother them.

SHE IS LIKE THE CUCKOO. SHE SAYS TO HERSELF, "IF I MUST HAVE CHILDREN, AT LEAST I SHALL SEE TO IT THAT SOME ONE ELSE HAS THE JOB OF BRINGING THEM UP."

As a matter of fact, I wait with hardly restrained impatience for those children to grow up. I want to congratulate them on having escaped such maternal interference.

ANOTHER FOOD BLOCKADE



BITS OF BY-PLAY

—BY—
LUKE M'LUKE

Copyright, 1915.

The Cincinnati Enquirer

Paw Knows Everything.
Willie—Paw, what is a shock absorber?
Paw—A husband, my son.
Maw—Willie, you go out and take a walk.

A Hero.
I swatted a fly today,
I missed him. He survives.
And now with great pride I can say
I've saved a million lives.

Ouch!
"If I do say it myself," bragged the doctor, "my prescriptions are worth their weight in gold."
"To the druggist or the undertaker?" asked the grouch.

The Suffragettes.
They want all that a man can get.
Their clamor broadcast spreads.
But they don't want two things, I'll bet—
Mustaches and bald heads.

The Wise Fool.
"Women are very fond of color schemes," observed the sage.
"Yes," replied the fool. "Most of them try to keep their hair light and their ages dark."

Love.
Poor Henry loved a girl named Grace,
He felt Dan Cupid's dart.
And every dimple in her face
Made a dent in his heart.

Names Is Names.
Ura Butcher is the name of a man in an Ohio town.

Located.
Dear Luke—The old fashioned dinner pail with the tin cup fastened on top of it is used daily by a man who works at New Knoxville, O.—O. W. H. Dear Luke—The rural route carrier at Somerset, Ky., uses the old fashioned dinner pail with the tin cup fastened on top.—A. D. C.

Which Half Did You Kill This Week?
In order to have a good supply of fresh meat for the manufacture of our pies we will kill a cow every week.—Ad. of an Ohio Bakery.

In Which the Editor Is Accurate.
They, the drivers, chased them, the cattle, all over that pasture and they, the cattle, finally broke back into Hook's pasture and they, the drivers, had to start them, the cattle, from where they, the drivers, started them, the cattle, out a couple of hours before. After considerable racing and chasing they, the drivers, tired them, the cattle, out until they, the cattle, were willing to be driven quietly into town.—Rockville Booster.

Things to Worry About.
Precipitousness is Italian for "hurry."

Oh, Joy!
Professor Moss Bennett and his Ellen Hammons were sweetly mingling their voices together Sunday.—From a Kentucky Newspaper.

Our Daily Special.
Be as good as your word, but see that your word is good.

Luke McLuke Says:
There is something wrong with a

boy who hates dogs and won't throw stones at cats.

Some of the girls who are peaches on the street are lemons when they are at home.

Before marriage she is "dear," and he is "treasure." After marriage she becomes dearer, and he becomes treasure, and yet they have a scrap every day.

The ideal woman continues to be the one you didn't marry.

The man who marries a girl for her complexion in June finds out that peaches and cream cost a heap of money in December.

If a man would praise his wife as much at home as he does when he is outside the honeymoon would never end.

The reason why a woman never forgets to mail a letter is because she hasn't any pockets.

A thing will get too lazy to work for and then feel greatly surprised because he doesn't get it.

Some people get a lot of comfort out of the reflection that there are lots of people in the world who are worse than they are.

Always laugh at a man's jokes. And some day he will lend you money when you need it.

A good housekeeper is always hard up for aprons.

A good natured puppy dog is pretty friendly. But he hasn't anything on a candidate before election.

When a man sets himself up as an example some people can't figure out what he amounts to. The old fashioned woman who used to think that she was disgraced if she didn't get her wash out on the line on Monday morning before the other women in the neighborhood now has a daughter who tells the laundryman to come back on Tuesday for the wash because she is too tired to get it ready on Monday.

The man who has four hairs to streak across his dome always feels sorry for a poor boob who is bald-headed.

Easily Upset.
Mrs. Kawler—Did Mrs. Bank mind it much when her husband left her for good?

Mrs. Muchwed—Yes, poor dear; the slightest thing upsets her.—Boston Transcript.

Strategy.
Waiter—"And will you take the macaroni au gratin, sir?"
Officer—"No macaroni—by gad! It's too doocid hard to mobilize."—London Opinion.

GET RID OF HUMORS AND AVOID SICKNESS

Humors in the blood cause internal derangements that affect the whole system, as well as pimples, boils and other eruptions, and are responsible for the readiness with which many people contract disease. For forty years Hood's Sarsaparilla has been more successful than any other medicine in expelling humors and removing their inward and outward effects. Get Hood's. No other medicine acts like it.

Here Are Facts That Should Appeal To Newark Taxpayers

Before Voting to Issue Bonds for Municipal Lighting Plant Consider These Matters Carefully and Vote for Best Interests of Newark On March 30th.

Mr. Tax Payer, you were told that the water works would cost \$300,000.

You know, because you paid the bill, that they cost \$565,000.

You know that the American Bottle Plant, after several years of trial found it cheaper to buy current than to produce it.

You know, or by inquiry, you can find out that their electric light plant cost upwards of \$150,000.

You know that it cost the Columbus city plant 1 3/4 a kilowatt to produce current.

You know that their plant cost close to one million dollars.

You are told that the proposed city plant will cost but \$30,000 and will be able to produce current cheaper than the Columbus plant or that of the American Bottle Company.

You have not been told how or why.

You do know that the Ohio Light & Power Company offers moonlight service for \$4192.88.

You do know that the price is less than fuel cost for the city plant.

CITIZEN.

Society

The members of the Monday Afternoon Talks will be entertained on March 22 at the home of Mrs. F. M. Black in 525 Hudson avenue.

Mrs. G. L. S. Smith and Miss Helen Lake are entertaining this afternoon at the home of Mrs. Smith in Hudson avenue, complimenting Miss Lorena Miller, a bride-elect. Their guests are the members of their sewing clubs and the event was arranged as a china shower for the honor guest.

Miss Esther Mayer entertained Friday evening with a surprise miscellaneous shower in honor of Miss Nellie Applegate, a bride-elect. The evening was spent with games and music. A dainty luncheon was served.

Those present were Mesdames David List, Jesse Nicholas, Leonard Essman, Anna Hendershot, Pearl Perks, Arthur Powell, Tom Adams, Roth, David Walker, Carlisle, A. L. Hauk, David Oscar Heller, Kuntz, Steinhauer, John Burrell and Peter Mayer; Misses Nellie Applegate, Sarah Walker, Emma Riggs, Kathryn and Ethel Applegate, Etta and Martha Lundy, Kathryn and Alma Steinhauer, Frances Powell, Hazel Burrell, Virginia Hauk, Kathryn Carlisle and the hostess.

The Review club holds its regular meeting today with Miss Mackay, 723 Hudson avenue. The following program will be given:

A Week in New York—Mrs. C. O. Stevens.
Egypt—Miss Rose Pugh.
What's Doing at Home and Abroad—Mrs. Oren Barnes.

Mrs. Ed. S. Ruffner entertained in her usual charming manner, almost the entire membership of the Cross-Country club at her home, "The Wayside," on Thursday from 2 till 4 p. m. The house was assisted in serving a two course luncheon by Mrs. F. M. Sloofire. The favors and decorations were all characteristic of St. Patrick's Day. Each member responded to roll call with an Irish anecdote or an Irish quotation.

The Woman's Home Missionary society of the East Main Street M. E. church met at the home of Mrs. A. Scanlon in Oakwood avenue, Wednesday afternoon. The following program was given:

Roll call—Names of Indian Tribes.
Devotional—Mrs. Carl Heim.
Reading, White, the Color of Superiority—Mrs. J. E. Gratter.
The Indian as the White Man Sees Him: The White Man as the Indian Sees Him—Mrs. Richard Markham.
Paper, Missionary Work Among the Indians—Mrs. Guy Fisher.
Story—Mrs. Charles Laughlin.

The Masonic Social club entertained with the last dance of the winter series on Friday evening in the Masonic Hall. The committee in charge this year has given a series of most delightful dancing parties, and the final dance was of delightful appointments. Dinner was served in the balcony and Marsh's orchestra furnished the dance program. The committee named for next year are Messrs. C. M. Roney, H. H. Harris, and J. R. Lahey.

The following dancers were present: Dr. and Mrs. J. R. McClure, Dr. and Mrs. E. V. Prior, Messrs. and Mesdames C. E. Comer, C. W. Kent, C. M. Roney, G. Glauzinger, C. C. Griffith, Charles Grimm, C. Z. Yontz, C. M.

Roley, D. M. Thompson, M. C. Kent, Karl Reinhold, Fred Shimmell, Ursel Swain, G. H. Weaver, H. H. Harris, C. W. Irwin, J. P. Lahey, E. C. Baird, Charles Able, David Taylor, R. E. Booth, Emmett Edwards, Mrs. C. C. Steel, Misses Jennie Wolf, Ethel Brown, Ruth Stewart, Olga Johnson, Lena Bieberbach, Anna Smith, Margaret Moore, Fay Stewart, Ethel Jacobs, Ruth Jones, Clotilde Howard, Kathryn Musser, Jessie Singleton, Nellie Sturman, Helen Bradley, Ella Haag, Estella Martin, Nellie Smith, Nellie Adams, Marie Tygart, Ruth Cartwright, Mabel Baker and Gladys Wright, Messrs. C. E. Hughes, Harry Brown, Ray Evans, Harold Rutledge, Fred Woodcock, R. E. Keller, Harvey Tritipo, C. V. Abbott, F. G. Davidson, Charles Wagonheim, Clarence Sudbury, Clyde Farmer, David Gettings, Scott Watts, L. N. Bradley, Louis Plaine, H. C. Hurst, Don Wright, Paul Geiger and Dr. B. E. Creighton.

Mrs. Henry Henthorne entertained the members of the Coterie club on Friday afternoon at her home in Leroy street, and the following program was given from the calendar:

The War on the Fly—Mrs. Hunt.
The Relation of the Mosquito to Public Health—Mrs. Frye.
Current History—Mrs. F. Howard.
Critic—Mrs. Paramore.
Roll call—Health Hints.

The guests of the club were Mrs. Elizabeth Bagby, Mrs. Thurman Tower, and son Russell, Mrs. Louis Darr, sr., Mrs. Frank Winn, Mrs. C. C. Haynes, Mrs. William Crist, Mrs. C. Jones and daughter Martha, Mrs. Roy Wolford, Mrs. Walter Ashley of Chillicothe, Miss Alta Beal and Mrs. Louis Daerr, jr., and son Henry of Zanesville.

Miss Edith Green, the efficient clerk in the office of Justice F. S. Scott, left today for Athens, O., where she will be the week-end guest of friends at Ohio University, attending a sorority reception this evening and will be the guest of honor at a social function Monday.

Mrs. Earl Jamieson charmingly entertained the Fortnightly Sewing club Wednesday afternoon at her home in Maple avenue. The few hours were devoted to needle work. Late in the afternoon all were invited to the dining room where a two course dinner was served. The table was beautifully decorated in honor of St. Patrick's day.

Dainty hand-painted place cards, the work of the hostess, seated the following: Mesdames C. S. Tomlinson, Dan V. Long, Leo M. Hart, J. A. Starr, Scott Orr, C. F. Martin, John Lawyer, James Simpson, Mrs. George Reese of Granville, Mrs. Frank Barnes was guest of the club. The next meeting will be held at the home of Mrs. Long on Mount street, April 3.

The W. W. K. club met at the home of Hazel Long in Wing street last evening. Those present were Mesdames Frances Evans, Jessie Simpson, Bessie Irwin, Ira Gard, Leah Orr, Catherine Butler, Josephine Hall. Guests of the club were Mary Long and Mary Walker.

The Young People's society of the East Main Street M. E. church, gave a very pleasing entertainment Thursday evening, presenting two plays, The King of the Cannibal Isles, most ably put on by the young men of the society. The talent was composed of Messrs. Clarence Robinson, George Wolf, Russel Thorp, Neil Caldwell, Herman Dickerson, Harold Funk, Francis Funk, Irwin Huggins,

Ralph Shaw, Claude Huggins, Peter Woodruff and Paul Munch. The play, The Trial of the Minister's Wife, was presented by the young women of the society in a very able manner. Those taking part were: Misses Edith Hague, Cecil Crozier, Carmen Crozier, Ruth Hart, Florence Killworth, Alice Woodruff, Alice Skinner, Zelma Holsley, Helen Holm, Ethel Jackson, and Pearl Kendall. Mr. and Mrs. Fisher directed the play and Miss Catherine Wolf directed the music with Howard Skinner assisting. Piano was kindly furnished by Charles Yockey.

The evening entertainments were thoroughly enjoyed by the very large attendance, netting the society a very profitable amount.

Personal

Mrs. J. P. Wolfe of Bolin avenue, has received a box of fine oranges from Mrs. W. E. Tussing and family of S. Pasadena, Cal.

Capt. William C. Miller who has been in Florida with Col. R. L. Dollings and party for ten days, returned home this morning.

Master Carl Nutter is spending a few days with his aunt, Mrs. F. M. Belmar, of Wilson street.

Mrs. Carl Norpell of Granville, street, returned home last night from Duluth, Minn.

Mrs. C. L. V. Kinney of West Main street, was called to Cleveland this week by the serious illness of her grandson, William Frost Minor, jr., who is suffering from spinal meningitis. Notwithstanding the seriousness of his condition, hopes for his recovery are entertained by members of the family.

Mr. J. W. Crawford who has been spending the winter in Florida, has returned to Granville.

Captain A. H. Heisey has returned home from Boston and New York.

Mr. and Mrs. Roe Emerson will start on a month's trip to California tomorrow.

Rev. Robert Yount of Duluth, Minn., is visiting his parents near Thornville, and will preach Sunday morning at 10:30 at Fairmount church near Jackson town.

Mr. and Mrs. L. M. Phillips and daughter who have been spending the winter in Southern Florida, left St. Petersburg yesterday for the north but will not reach Newark until about April 1st.

Mrs. Nan Fordyce of Chicago, Ill., is visiting her daughter, Mrs. Sam Hiskey in East Main street.

Miss May Moore and mother have returned home from Ashville, N. C.

Miss Mary Morath returned Saturday morning from Columbus, after visiting friends for several days.

Police Chief Sheridan was in Columbus on business Friday.

Miss Alma Beatty of Columbus is visiting at the home of Mr. and Mrs. Maurice Kent in Rugg avenue.

Wendle Postle and Wilson Davis went to Columbus today in the Davis machine.

Miss Marie Swern of the J. J. Carroll store is ill at her home in Oakwood avenue.

SECOND CUT IN CRUDE OIL PRICE MADE IN A WEEK

(ASSOCIATED PRESS TELEGRAM)

Pittsburg, Mar. 20.—The second cut in the price of crude oil within a week, was announced here today, when the principal purchasing agents gave out the following quotations at the opening of the market: Pennsylvania crude \$1.10; Illinois black, Cabell and New Castle \$1.07; Corning \$1.05; Somerset \$1.04; Ragland \$1.03.

The new prices represent a cut of five cents on Pennsylvania crude, Corning and Cabell and two cents on the others, except Ragland, which remains unchanged.

Woman Socialist Put Under Arrest By the Russians

(ASSOCIATED PRESS TELEGRAM)

Paris, Mar. 20.—Vera Figner, one of the most widely known leaders of Russian socialism, has been arrested at Ughen, near the Hungarian frontier, according to The Humanist, although her brother, an artist, had obtained permission from the Russian minister of the interior for her to return to her native land from Switzerland.

Vera Figner, who is 74 years old, has been constantly under the surveillance of the Russian police since her release from Schlussberg fortress, where she was confined for 20 years for participating in the plot against the life of Alexander the Second.

HOLLAND PROTESTS BRITISH BLOCKADE

(ASSOCIATED PRESS TELEGRAM)

London, March 20.—The government of the Netherlands, according to the correspondent of Reuters' Telegram company at The Hague, has sent to Great Britain and France a protest against the British blockade of Germany.

Holland is the fourth state to make formal protest against the reprisal measures adopted by Great Britain and France. Denmark, Norway and Sweden, the early part of this week, made identical representations to the allied governments against the Anglo-French policy of reprisals on German commerce.

SECRETARY BYVAN NOTIFIED.

(ASSOCIATED PRESS TELEGRAM)

Washington, March 20.—Chevalier van Rappard, minister from the Netherlands, communicated informally to Secretary Bryan today an outline of a note sent by the Netherlands government to Great Britain and France, protesting against the embargo on commerce of neutrals with Germany as having no precedent in law or history.

Carl Gienger who has been quite ill with pneumonia is very much improved.

Mrs. E. Brand is critically ill at the home of her daughter, Mrs. George Peasey of Mouli street.

Granville

Granville, March 20.—The Missionary society of the Presbyterian church was entertained yesterday afternoon at the home of Mrs. Fred Buxton in South Pearl street. Although many of the members were on the sick list, there was a good attendance and a most delightful afternoon was enjoyed. Mrs. William Howe, president, Mrs. Jasper Jones and Miss Daisy Howe being leaders of the program. At the close of the session the hostess served an appetizing repast, assisted by Mrs. J. D. Thompson, Mrs. Jasper Jones and Miss Libbie Thompson.

Yesterday afternoon at half past two o'clock the annual meeting of the Ladies Social Union was held in the Baptist church parlors, with a large number in attendance. Mrs. W. H. Johnson, vice president, conducted the business in her usual efficient manner. Secretary's and treasurer's reports showed that the organization had not been idle during the year, but that through its various committees a good deal of money had been received and disbursed. The result of the election of officers for the coming year is as follows: President, Mrs. Burton Case, re-elected; vice presidents, Mrs. W. H. Johnson, re-elected, Mrs. Helen Hunt; secretary, Mrs. T. A. Lewis; treasurer, Mrs. Lillie Prouty; auditor, Mrs. E. E. Hopkins, re-elected; custodian of records, Miss Mary Wilson, re-elected; house committee, Miss McEwen, chairman; Mrs. Helen Hunt, Mrs. H. A. Nixon, Mrs. C. E. Frank, Mrs. A. Odebrecht, visiting committee, Mrs. J. G. Ewart, chairman, re-elected; Mrs. C. M. Roberts, Mrs. Millard Brelsford, Mrs. S. E. Carson, Mrs. J. M. Swartz, entertainment committee, Mrs. C. D. Coons, chairman, re-elected, Mrs. Howard Darrow, Mrs. W. A. Chamberlin, Mrs. Millard Brelsford, Mrs. M. E. Stickney; flower committee, Miss Gladys Spencer, chairman, re-elected, Misses Ruth Barrington, Grace Chamberlin, Maude Canchran, Elizabeth Ewart, Mary Palmerton, Eudora McCollum, Josephine Darrow, Lois Lockhart, Messrs. Horace Biggs, Lawrence Goodell, Lowell Johnson. It was a matter for regret that neither the secretary, Mrs. Kull, nor the treasurer, Mrs. Ullman, would accept their respective offices for another term, the former, urging the possibility of a temporary absence from Granville, the latter a press of other duties.

Mrs. E. S. Orcutt, who has been visiting at the home of her son, Mr. Paul Orcutt in Roselle, N. J., has returned to her home in Granville. Her little grand daughter is five weeks old.

Dr. and Mrs. L. E. Davis have returned to their home in Elm street, after a few days' stay in Columbus.

Mrs. E. J. Dorsey will entertain the Granville Circle of King's Daughters next Monday evening at her home in Broadway.

Rev. E. D. Barnes of Verona, N. Y., who has been called to the pastorate of the Presbyterian church, will occupy that pulpit tomorrow.

Special revival meetings at the Methodist church will begin tomorrow. It will be a privilege to hear the reports from the great Methodist Men's convention at Columbus, given by men who were there. There will be services each evening at 7 o'clock next week up to Saturday. One of the Gospel Teams from Denison University will assist the pastor after Sunday night, and some of the neighboring pastors will preach during the second week of the meeting. All are cordially invited to these meetings, especially the young people, and friends of the Methodist church. At the morning service tomorrow, the pastor, Rev. A. J. Hawk will preach on "Opportunity Vision," in the evening on "Responsibility Task."

Last evening at 7 o'clock the Y. W. C. A. of Shephardson college gave the first of the moving picture series in Recital Hall with a capacity house in attendance. However, the entertainment was not confined altogether to the "movies" as something had gone wrong with the adjustment of the lantern, and only one reel was used. During the wait a mandolin and guitar club of five college girls presented a delightful little program. Misses Ethel Collett, Juliette Barker, Jessie Burns, Evelyn Cathcart and Ruth Eldridge. Miss Hazel Bolin made an announcement and told a few after-dinner anecdotes that were greatly appreciated by the audience. Finally, however, the audience was dismissed with the assurance that everything would be in working order by 2 o'clock this afternoon, and that an entire change of program was promised for this evening. Tickets were returned to all who cared to receive them, though a few there were who thought the entertainment enjoyed, was worth all it had cost.

Mrs. Pendleton and Miss Elizabeth Futner delightfully entertained their Sunday school classes last evening at the Pendleton residence, in West Broadway.

Prominent Singer at Keffer Hotel

The management of the Hotel Keffer has the honor of entertaining a prominent soprano singer of grand opera, of New York City, in the person of Madame Le Tier. Madame Le Tier arrived on the Pennsylvania line, Friday noon, accompanied by Mr. and Mrs. W. V. Weiste, and Miss Josephine Chase, en route to San Francisco, Cal., where the madame will make her future home. Madame Le Tier has until recently been singing in some popular grand opera productions in New York City, and other large cities. She has had great success in every role she has undertaken. Madame Le Tier and her party will probably remain a week or ten days before resuming their journey west. During their stay in Newark they will be at the Hotel Keffer.

GERMAN BOMBS ALL LANDED IN THE SEA

London, March 20.—A German aeroplane dropped several bombs today off Deal, a seaport on the Strait of Dover. The bombs all landed in the sea. A patrol boat opened fire on the aeroplane which turned and disappeared.

April Ladies' Home Journal on Sale Today

A Splendid
Stock of
Victor Records



Carroll's



For Our Boy and Girl Friends

We Have Secured

A Thousand Fine Kaleidoscopes

And will give one of these interesting novelties with every purchase of

Pony Stockings

Don't fail to get one
Pony stockings are the best
Hosiery made for boys and girl,

They Come in Light, Medium and Heavy Weights
Hosiery Department—First Floor

John J. Carroll

NEW TRIAL

REFUSED GRIFFITH JONES FROM
WHOM LAD RECOVERED
\$2,500 FOR INJURY

In common pleas court the motion for a new trial in the case of Dewey Young vs. Griffith Jones was submitted to the court. The motion was overruled, and the statutory time allowed for a bill of exceptions. In this case the plaintiff secured a verdict for \$2500 on account of injuries sustained by being shot by the defendant while the plaintiff was hunting rabbits. The shooting occurred near Granville on March 10th, 1913.

The case of the Park National Bank vs. Hanover Pressed Brick Co., was argued to the court on a motion and exceptions to the account of the Receiver.

Margaret Vaughan vs. Ohio Electric Railway company: A suit for damages for personal injuries received in alighting from a street car in this city. Motion of defendant for a new trial submitted to the court.

CONRAD GROCERY CO. OPENED A NEW STORE IN MASONIC TEMPLE

The Conrad Grocery company formally opened the new store in the Masonic Temple at the corner of Fourth and Church streets on Saturday and the large corps of clerks assisted by a number of extra employees found it difficult to accommodate the large throng of visitors at the store.

The Conrad Grocery company is one of the oldest grocery corporations in the city, having occupied its former location in North Third street for 37 years. At present the stock of the company is controlled and managed by Mr. Fenwick Clement, and under his direction has become one of the most flourishing concerns in the city.

The new room presents the universal conception of a model, sanitary grocery. All the fixtures, counters, desks, cases and shelving are done in white enamel and all are arranged to display to the best advantage the large stock of the highest grade goods. Mr. Clement carries a line of out of season vegetables, whose crispness, lends an air of enticing freshness to tempt the prospective buyer.

At the opening ceremonies in pink and white were given as favors, and four demonstrations were being conducted by manufacturing concerns. The Lutz-Schramm company, a canning and pickling concern; the Bechtel Packing company, a similar concern; the National Biscuit company, and the Worcester Salt company, all had representatives present, who dispensed samples of the various wares from which the partition has been removed. This gives a large floor space and the advantage of two front entrances and a side entrance.

MANY OFFICERS ARE LOST BY BRITISH AT NEUVE CHAPELLE

London, Mar. 20.—Another list of 45 officers, including officers of Indian regiments, who were killed at Neuve Chapelle and St. Eloi was given out today. The additions to the casualties bring the total of killed in these two battles up to 240.

The same list adds 75 names to the wounded, making the total of officers wounded 435.

Interesting Children



MARGARET AND DAVID WOLVER
Children of Mr. and Mrs. Frank Wollever, 71 State street.

ST. LOUISVILLE SOCIAL.
The M. E. Sunday school at St. Louisville will give a box social, Saturday evening, March 27, in the I. O. O. F. hall. The invitations sent out ask that the boys bring their girls and that the girls bring the lunch-boxes.

French Officials In Sword Duel

(ASSOCIATED PRESS TELEGRAM)

Paris, Mar. 20.—A duel with swords, resulting from a dispute about official forbearance was fought yesterday by M. Chapron, prefect of the department of the Marne, and Maurice Pol Roger, mayor of Epervan, in the park of a country home. Chapron was wounded in the left arm and Roger in the right wrist after a long and furious encounter. The adversaries refused to be reconciled after their combat.

TREMENDOUS LOSS IN POLAND FROM GERMAN INVASION

(ASSOCIATED PRESS TELEGRAM)
London, March 20.—Statistics published in Petrograd concerning losses to property in Russian Poland as a result of the German invasion, forwarded today, to the Reuter Telegram company, giving the total number of towns and larger villages destroyed as ninety-five. It is said that 4500 small villages were devastated 1000 of them having been burned. These figures apply to ten Polish provinces. The damage is estimated at more than \$500,000,000.

64 MEMBERS OF BATTLESHIP CREW HAVE BEEN SAVED

(ASSOCIATED PRESS TELEGRAM)
Paris (via London), March 20.—Official announcement was made here this afternoon that sixty-four men have been saved from the crew of the French battleship Bouvet, sunk in the Dardanelles March 18. The losses on the other ships of the French division which took part in this action are declared to be very slight.

Heavy Losses of German Army at Neuve Chapelle

(ASSOCIATED PRESS TELEGRAM)
Berlin, via Amsterdam and London, March 20.—An official statement issued today by the German general staff declares the total German losses in the fighting in the vicinity of Neuve Chapelle were about six thousand.

A semi-weekly report on the progress of the fighting given out by the British authorities on March 15, stated that the German losses during the operations at Neuve Chapelle from March 10 to March 13 could not have been less than 17,000 or 18,000.

CURED OF CATARRH

OF
Twenty-Three Years Standing
MRS. J. H. BOURLAND
OF
Frankston, Texas

A FEW EXTRACTS FROM HER LETTERS:

March 28, 1904 — "Peruna cured me of catarrh of twenty-three years standing."
April 13, 1906 — "I shall spare no opportunity to speak a good word for the merits of Peruna."
Jan. 21, 1908 — "Peruna is all you claim it to be. Please accept my heartfelt thanks."
Aug. 23, 1909 — "I assure you that my first endorsement of Peruna was not exaggerated. I also regard Peruna as a very valuable household remedy."
April 9, 1912 — "I would state again that Peruna cured me of catarrh of twenty-three years standing."
Aug. 18, 1914 — "I always try to keep Peruna on hand during the winter, for coughs, colds and catarrh. I advise all mothers to do so."

Every one should have a copy of "The Ills of Life," which contains scores of testimonials from men and women equally honest and creditable as the author of the above correspondence.

The Peruna Co., Columbus, Ohio

CHURCH SERVICES

St. Paul's.
Evangelical Lutheran, "The work-ingman's church," Corner Sherwood place and South First street. The Rev. Geo. Bohon Schmitt, pastor. Residence No. 150 North Fifth street. Phone 4310. Fifth Sunday in Lent. Bible school at 9:15 o'clock. Mr. John Saur, superintendent. Morning worship with sermon by the pastor at 10:30 o'clock. Luther league devotional service at 6:30 o'clock. John Stroble, leader. Vespers at 7:30 o'clock with sermon by the pastor. Mid-week Lenten catechetical lecture Wednesday evening at 6:30 o'clock. Lenten sermon Thursday evening at 7:30 o'clock. The Rev. E. C. Dolbeer, M. A., of Delaware, Ohio will preach. Ladies' Aid society Friday, March 26th in the lecture room of the church. Examination of Catechisms at Wednesday evening lecture. Parents are urged to be present. Strangers and those without a church home are cordially invited to all the services of the church. Seats free. The pastor may be seen at the close of any service or at his home during morning hours concerning the matter of uniting with the church.

St. Francis de Sales.
corner of Granville and Pearl streets, mass at 7 and 10 o'clock. Benediction of the Blessed Sacrament at 3 o'clock p. m.

Salvation Army.
Sunday school at 2 o'clock. Christian praise service at 3 o'clock. Evening sermon at 8 o'clock.

St. Mark's.
Evangelical Lutheran mission, corner Prospect and Franklin avenues, under the auspices of St. Paul's church, Mr. Howard Gaub, superintendent. Meets each Lord's Day after-noon at 2:30 o'clock. No mid-week preaching service during the Lenten season. All invited to the services.

Young Peoples' City Union.
The Young Peoples' City Union will hold its regular meeting at the North End C. U. Church Sunday, March 21, 1915, at 5 o'clock. The nominating committee will report. Leader Calvin Hazlett. Subject, "How to Secure Results."

First Congregational.
North Fourth street pastor, G. Henshaw, residence 63 Chestnut street. Auto phone No. 4363. Sunday school at 9:30. Superintendent James Passman. Preaching at 10:30 subject "Short and Long Range Shooting." E. E. at 6 p. m. Preaching at 7 p. m. Subject "The New Patriotism." Prayer meeting Wednesday evening at 7:15. All are welcome.

Christian Science.
First Church of Christ, Scientist, No. 166 Hudson Avenue, services Sunday at 11 a. m., subject, "Matter." Golden text: II Corinthians, 6:16 "What agreement hath the temple of God with idols?" Sunday school at 9:45 a. m. Wednesday evening meeting at 7:30. Reading room No. 802 Trust building is open each week day from 1 to 4 p. m. Saturday evening from 7 to 9 a. m. Sunday from 9 to 11 a. m., where the Bible and authorized Christian Science literature may be read, borrowed or purchased. The public is cordially invited to attend the church services also to visit the reading room.

First Presbyterian.
Calvin G. Hazlett, minister. Sunday school 9:15 a. m. Morning worship and sermon, "The Ideal Life," 10:30. The Juniors 2:30 p. m. Young Peoples' City Union at North End C. U. church 4 p. m. Evening worship and sermon, "The Ideal Death," 7:15. Mid-week service Wednesday 7:30 p. m. A welcome to our services is extended to all.

Central Church of Christ.
W. D. Ward, pastor. Remember the early conference of Bible school teachers and workers in the study, at 8:45. The morning service, of Bible study and worship, begins promptly at 9:15. Subject of the morning sermon: "The Whole Armor." This is another of the subjects suggested by one of the members. The Junior Endeavor meeting at 2:30. Senior C. E. meeting at 3:45. A separate record is being kept of each member's attendance, the time of arrival and the part taken at each C. E. meeting. Evening worship at 7 o'clock. The subject of the sermon will be, "The Bible Description of a Fool." Come and see whether the description fits you, or not. Good singing, led by large

ITCHING, BLISTERED SKIN-ERUPTION ALL HIS LIFE, NOW CURED

Nov. 19, 1914—"All my life, until about a year ago, I was troubled with itching and sores over my entire body. The itching and burning was terrible, and I could hardly sleep. I used many treatments that were unsuccessful and did not give me any relief. I started using Resinol Ointment and Resinol Soap and they helped me wonderfully. I WAS RELIEVED AT ONCE, and after about two dozen applications I can say that I was free and cured of that awful disease. My skin now is as clear as anybody's." (Signed) Geo. Whitaker, Jr., R. F. D. No. 54, Caladonia, N. Y. Resinol Ointment and Resinol Soap are sold by all druggists.

IS YOUR TOILET SOAP SAFE?
Many toilet soaps contain harsh, injurious alkali. Resinol Soap contains absolutely no free alkali, and to it is added the Resinol medication. This gives it soothing, healing properties which clear the complexion, comfort tender skin and keep the hair healthy.

chorus choir. You are cordially invited to worship with us. Try our welcome. Don't forget, or neglect the mid-week meeting Wednesday evening, at 7:30. Special services every night during the week preceding Easter lasting just one hour each evening. Plan to attend every one of them.

Holy Trinity Evangelical Lutheran.
Corner West Main and Williams streets. The Rev. Raymond A. Houk pastor. Sunday school at 9:15 a. m. Mr. Dennis Orr, superintendent. Morning worship at 10:30 a. m., subject of sermon "Man's Attitude to the Truth." In the afternoon, meeting at the church at 1 p. m., an every member canvass will be conducted by the men of the church. Come and help. Luther league at 6:30 p. m.; James Trittip, leader. Evening worship at 7:30 p. m.; subject of sermon "What the Bible Teaches Concerning the Future." The regular monthly business and social meeting of the Luther league young people will be held Tuesday evening at 7:30 p. m. at the home of the Misses Josephine and Lillie Johnson of 74 James street. Visitors will be made welcome. The monthly meeting of the Dorcas ladies will be held Thursday afternoon at the home of Mrs. George Miller of Woodlawn Avenue. All members and friends are invited. The Junior catechism class meets Tuesday at 3:30 p. m.; the Senior catechism classes meet Wednesday at 3:45 p. m. and 7:30 p. m. To the latter the public is invited. A cordial invitation is extended to every one to attend the services of Holy Trinity.

First Methodist Episcopal.
L. C. Sparks; R. G. Bowden, associate pastor. Sunday school at 9:15; public worship at 10:30 and 7:30; sermon by Rev. R. G. Bowden; class meeting at 6:30; Epworth League at 6:30, topic: "David: God's Method of Developing Leaders." Charles Hess, leader; prayer meeting on Wednesday evening at 7:30.

St. John's Evangelical.
Sunday school at 9:15 a. m., Mr. Emerson Miller, superintendent. Motto: "Bring one"; morning service at 10:30 a. m., theme: "About My Father's Business." After the sermon the catechumens will be examined. On this account all services will be conducted in English. Evening service at 7:15 p. m.; Young People meeting at 6:45 p. m.; catechetical class, Tuesday, at 4 p. m.; Lenten service, Wednesday, at 7:30 p. m. Everybody will find a cordial welcome by us. G. Thomas Haller, pastor.

Second Presbyterian.
Don D. Tullis, minister. The usual Sunday services will be held. Bible school at 9:15; morning worship and sermon by the pastor at 10:30; evening at 7; public worship and sermon; special music by the choir, both morning and evening; Y. P. S. C. E. to which all young people are invited at 8. Come and receive a cordial welcome.

Pine Street C. U.
E. T. Benton, pastor. Sunday school at 9:30. Charles Scott, superintendent; preaching at 10:30; Junior Endeavor at 2 p. m.; preaching at 7 p. m.; prayer meeting, Wednesday evening at 7 p. m.; Christian Endeavor, Friday evening, at 7 p. m. Our attendance has increased in all these services. Glad to announce at this time that there have been 24 accessions to the church. Still more to follow. Come thou with us and we will do thee good.

Fifth Street Baptist.
Services at the Fifth Street Baptist church, Sunday, March 21: Sunday school hour at 9:15 a. m. We have classes for old and young, and commence promptly. Worship at 10:30 a. m. Sermon theme: "Our Debt to the Weak." This sermon will be suitable to the last Sunday of the present pastoral year, and it will be heard with interest. Young people hour at 6 p. m. This will be a union meeting of the young peoples societies of the city, elsewhere. Worship at 7 p. m. Sermon subject: "The Conditions of Successful Evangelism." Following the evening sermon, baptism.

The Sunday school at the South-side Baptist Chapel will be held as usual at 2:30 p. m. H. A. Cross, superintendent. The work there is going well, and everyone gets a good welcome.

Beginning the first Sunday in April the evening services will be held at 7:30, instead of 7 o'clock. Charles H. Stull, pastor.

East Main Street M. E.
Sunday school at 9:30 a. m.; preaching at 10:30 a. m., subject: "The More Excellent Way." No Epworth League on account of uniting young peoples meeting at North Christian Union church. Junior League at 6 p. m.; preaching at 7 p. m., subject: "My Brother; or the Man That Worships With Me"; prayer meeting evening at 7:30. Charles Laughlin, pastor.

Trinity Church.
Trinity church, corner East Main and North First Sts., the Rev. Lewis P. Franklin, rector. Pastoral Sunday, 5th in Lent. Holy Communion, 7:30 a. m. Sunday school, 9:15 a. m. Litany, Holy Eucharist and sermon, 10:30. Evening Prayer and address, 7:00 p. m. All news free. Strangers made welcome. Lenten services during the week in the Parish house, every day, except Monday and Saturday, at 4:00 p. m.

Associated Bible Students.
Courthouse convention room at 2 p. m., tomorrow. Brother C. F. Daly, one of the regular elected elders of the Newark class, will give a free Bible lecture on the subject: "The Romance of Three Words." This is one of the most interesting and in-

structive lectures given on God's plans and purposes as revealed in His Word; a clearer as well as a broader view being placed before the hearer than could be given in most any other way. Accept this as a special invitation to come out and hear it. At 3:15 we will also have a study on "The Parallelism of the Jewish and Christian Dispensations." This, too, will be an interesting study. We are always glad to have any who are interested in Bible study to meet us. All are welcome. No collections.

Maple Avenue Christian Union.
Sunday school at 9 a. m.; preaching at 10:30, subject: "The Indwelling Christ" (Colossians 1:27). Junior meeting at 2 p. m.; preaching at 7:30, subject: "Seeking Christ" (Matthew 28:5). Wednesday at 7:30 p. m., Y. P. C. U. prayer meeting. The Sunday school is planning an Easter entertainment and there will be children's baptismal services in connection, Easter day.

Church of God.
Corner of Williams and Grant streets. Sunday school at 9:30. Preaching service at 10:30. Subject: "The Trinity of Man." In the evening at 7:00, subject: "Pure Religion" text, Jas. 1:27.

Revival services will begin Sunday and beginning with Tuesday night. Evangelist Edgar Fleenor of Indiana will be with us till the close of the series.

"Is thy heart right?" if so come and help us, if not come and let God's children help you to find the way of life and peace. Come. M. R. Culbertson, minister.

East Main United Brethren.
S. S. school at 9:15, S. C. Conrad Supt. Edward Eis, assistant. We are still growing in interest and number, we expect to reach the "1000" enrollment by Easter. Let us get interested in those that are not in Sunday school and try to reach them by Easter time. Preaching both morning and evening by pastor. Special music at both services. Prayer meeting Wednesday evening. A cordial welcome to all. A. B. Cox, Pastor.

Plymouth Congregational.
Cor. 55 N. Fourth St., Grover L. Diehl, Minister. The topic for the morning sermon will be: "God's Redeeming Love." Services at 10:45. In the evening at 7 o'clock the pastor will speak upon the theme, "Apples of Gold in Network of Silver." Sunday school 9:30 a. m. Please remember the announcement of last Sunday. All are invited.

Woodside Presbyterian.
D. A. Greene, Minister. 9:30, Sunday school, Mr. E. B. Pratt, Supt. Mr. Green preaches at Fairmount at 10:30; Prof. Mason will conduct a Review and Discussion after the close of the regular Sunday school.

2:30, Junior Christian Endeavor, 6:30, Senior Christian Endeavor, Leader Homer Wells. 7:30 Evening worship. Subject: God So Loved That He Gave. The Loving church is a giving church. Giving is as much a part of worship as Song or Prayer. Yes there will be an offering, but it will be voluntary not compulsory. Vocal and orchestral music. Public cordially welcome.

Tenth St. United Brethren.
Sunday school, 9:30. Preaching, 10:30. Subject: "The Feeding of the Four Thousand." Expository from Mark, 8th ch. Junior, Christian Endeavor, 2:00 p. m. Senior Christian Endeavor, 6:00. Preaching, 7:00. Let every person who can come to the midweek prayer meeting on Wednesday night at 7:30. Come, the revival fire still burns. The work of the band is going on nicely, many have their instruments and others are ordering, so come, you can still get in. Let us hear from you during this coming week. On Tuesday night, March 30 we will have a get together meeting at the church, when Remember! you find a welcome at every service at the "Glad Hand Church." Boost for 200 in the Sunday school for Easter and work and pray that it may be a great decision day in our church and school.

Acquired Virtue.
Ethel used to play a good deal in Sunday school, but one day she had been so good that the teacher said in praise: "Ethel, my dear, you have been a very good girl today." "Yeth'm," responded Ethel. "I couldn't help it. I dot a stiff neck."—Pittsburg Chronicle.

Her Offer.
Lady (about to purchase military headgear, to her husband)—"I know it's more expensive than the others, dear, but—well, you see you're too old to enlist, and I really feel we ought to do something!"—Punch.

EYE SPOTS
Scaling specks, blurred vision, pains in the eyeball, heaviness of the lids, soreness, yellow tinge to white of eyes, all originate in liver or stomach disorder.

SCHENCK'S MANDRAKE PILLS
afford almost instant relief and fortify the system against recurrence of these distressing ailments. They tone the liver, purify the stomach, regulate the bowels, cool the blood. Purely vegetable. Plain or Sugar Coated. 50 YEARS' CONTINUOUS SALE FREE THE WORLD OVER.

Dr. J. E. Schenck & Son, Philadelphia

HAVE YOU GOOD UNDERSTANDING?

So long as we go forward from good conduct to good results we all travel the same path.

The need of the world is helpful co-operation; pushing for public good by private uprightness; accomplishing all we can individually for the betterment of our corner of the universe and of the world.

Each has his place to fill and fill creditably! Efficiency is that quality of character which requires the individual to know and do his best everywhere and all the time.

Every church spire asks us whether we are up and doing, every church bell should be an alarm clock, calling us to duty.

Every morning there should be an awakening, every day should witness each of us grasping the opportunity for strengthening the world's greatest, most effective moralizing force—the church.

Faithfulness in seeking to know what is right, and equal, faithfulness in applying it, will make us effective helpers for good.

The thing to do is that which promotes moral growth and moral efficiency. It is a big job, this matter of promoting Christian standards, and the Way-Shower expects every man to do his duty.

"THE FEAR OF THE LORD IS THE BEGINNING OF WISDOM; A GOOD UNDERSTANDING HAVE ALL THEY THAT DO HIS COMMANDMENTS"

Y W C A NOTES

Little Stories From Real Life.
The National Board's "laboratory department," which studies girls, was meeting. The specialist for country girls had presented important policies. But she ended with, "and today we have with us a real country girl, Agnes Sweet won the sweepstakes in the cooking contest held by the Green County (N. Y.) Association. The prize was a trophy cup and this trip to New York."

They were no longer committed members or "specialists"—but just mothers and daughters, human folks. From without came the drove of New York traffic; inside, people were looking through the wide eyes of a little "real country" girl, into her awakened spirit—thrilled by her first train ride, first elevator, "first everything seems if." They crowded around her. The first one she met was the daughter of the White House whose interest is especially in country girls. It was an attractive picture.

"What was it, you made, Agnes?" For a second Agnes was speechless with awe. Then native pride reassured itself. "Just bread and jelly. But I guess neither and I'll have more fun making 'jell now'."

The basketball team will go to Utica Thursday night to play the High school team there. Who wants to go with the team?

About 150 men, women and children stood up to be measured in the St. Patrick's social, given by the Industrial club girls on Wednesday evening. After passing through the measuring line, everyone went up stairs where surprises were awaiting them. With hook and line some went fishing, where, contrary to custom, everyone caught something. Others learned their future from the famous palmist—Madam Vesto, while the most daring were initiated into the mysteries of the F. W. W. lodge (Fools will wonder). The West End orchestra furnished music for the evening. Every one was served ice cream and wafers and few could pass the candy booth with its tempting home-made candies without trying just a sample. The entire evening proved to be a success, for besides the good social time the Federation now has \$25 in its treasury as a result of the evening's fun.

Y M C A NOTES

The educational classes for foreign men have been consolidated at the Association building where those who desired to pursue more advanced work are being taught by Attorney H. J. Alexander.

One of the members of the Association visited Harry Lucas in Cleveland the first of the week. Harry is getting along nicely at the Spencerian Business College. We all wish him success.

Mr. J. F. Dodd of Delaware spent several days in the building this week while in the city on business.

The state committee of the Y. M. C.

A. has voted to hold the next state convention in this city. This will be held sometime next winter, probably in February.

The latest permanent resident in the dorm is Carl Rose of Andover, who is here to demonstrate the Page automobile for Wolle & Yaus.

The dorm boys regret the departure of Walter Early who has made his home in the building since the fall. He is now with his aunt in the Union block.

The basket ball game between the Juniors and the Granville Juniors on Thursday night was a lively one. The home boys were defeated 31 to 27. The home boys had defeated the other team twice before.

Three Boys' Bible classes were held this week with a total attendance of 43. Physical Director Galloway has taken charge of these classes. All boys in the classes are members of the gym classes. All boys are invited.

The Y. M. C. A. team will play the fast Alumni team Saturday night at 8:30 in the gym. Preceding the game there will be a gymnasium class demonstration at 7:30, open to the public. The Junior and Cadet classes are looking forward to some warm Saturdays when they can go on some hikes and have some outdoor games.

All juniors, intermediates and seniors are asked to take part in a model gym class demonstration Saturday night at 7:20. There will be regular class work only, and the chance for a good time. Parents and friends are invited to see a regular gym class and to remain for the basket ball game. This is the forerunner of a big exhibition to be given here Wednesday night, April 14.

Intermediates, remember the Bible class on Sunday at 2 p. m. in the building. A 5c lunch, a good live discussion, and out at 3 p. m. is the program. Come.

White Man With Black Liver
The Liver is a blood purifier. It was thought at one time it was the seat of the passions. The trouble with most people is that their Liver becomes black because of impurities in the blood due to bad physical states, causing Biliousness, Headache, Dizziness and Constipation. Dr. King's New Life Pills will clean up the Liver, and give you new life. 25c at your Druggist.

The Last Word.
Bix—What nonsense to say that one can't get the last word with a woman; I found it easy enough today.

Dix—You don't say! How did it happen?
Bix—Why, I said to a woman in the car: "Madam have my seat."—Boston Transcript.



WALL PAPER

A big storeful of the most desirable goods from the leading domestic and foreign manufacturers.

You can surely find YOURS here. Never was there shown in this city such nifty wall covering novelties, at prices so reasonable—a bolt and upward.

Wonderfully assorted to suit every home condition, in every part of the house. Beautiful bed room and dining room designs, cut-out borders, scenic friezes, "oat meal" ingrains, German Holzmehls, etc.

We also show an extremely attractive line of varnish tiles, in beautiful effects. These are washable, and produce a wholesome and sanitary effect in bath room or kitchen.

Come in and look over this big stock. Let us assist you in getting the maximum of beauty and the utmost of service out of your interior decorations the coming season.

Marietta Paint & Color Co.

Complete Supply House For Painters & Decorators.

GENERAL OFFICE, 28 ARCADE.

D. C. METZ R. L. WILLIAMS, HUDSON AVE
E. G. VANATTA C. S. SLATER, St. Louisville, O.
DUGAN BROTHERS C. R. PARISH CO.

ADVOCATE CLASS ADS WILL BRING RESULTS

Wall Paper!

When You Can Have Your Walls Decorated at 10 cts

WHOLESALE PRICES At

Why pay for the same goods 25 cents and 50 cents a roll?

"Large Business and Small Profits" Is Why We Can Furnish These Goods At These Prices.

Newark Wall Paper Company

NEXT TO THE ADVOCATE

Readers' View Point

Editor of the Advocate:—I have just been reading Mr. Norpell's article upon the electric light situation. I am surprised that he has no more argument to back up his contention as expressed in his second sentence, viz. "If we can purchase the necessary current to light our streets from the Ohio Light and Power Co. as cheap or cheaper than we can produce it, then there is no excuse or business sense in further increasing our bonded indebtedness of this city."

I contend that in this assertion Mr. Norpell is incorrect in two particulars:—

(1.) It is good business sense NOT to buy current if by purchasing same our tax rate will remain the same as though we issued bonds and at the end of ten years that bonded indebtedness would be extinguished and we would have remaining with us the new plant as an evidence of our good judgment.

(2.) It is good business sense NOT to buy current if by purchasing same we eliminate competition for the syndicate and permit our recent utility corporation to maintain a monopoly and charge our local consumers what they please and render them such service as may suit it at corporation.

In the first instance we have a mere matter of dollars and cents while in the second, the moral issue is obvious. Both, however, seem to me to have already been sufficiently explained to demonstrate the absurdity of purchasing current from the Ohio Light and Power Co.

But I am astonished at Mr. Norpell's nine reasons for being against municipal ownership. Suppose we run them over.

1. "In this day no manufacturing enterprise can be made successful and profitable unless conducted and operated upon the most economic basis and highest efficiency."

Correct, Mr. Norpell, now please keep your eyes upon just who gets the profit derived from the efficiency of the utility corporation: it will certainly NOT be the consumer.

2. "Every element most necessary to successful and profitable operation of a manufacturing plant is absent and lacking in a plant conducted by a municipal corporation."

Now, if the gentleman means that the municipality will not have to pay liberal interest upon the \$30,000,000 bond issue of the parent of the Ohio Light and Power Co., and does not have to pay the outrageous salaries paid to the officers and directors of such companies, who are paid in proportion to their ability to manipulate large sums of money (and perhaps incidentally, public officials,) then Mr. Norpell is correct, but all to the advantage of Newark, Ohio. It has been told me that the salary of even the local manager of the company is large enough to make our Mayor's salary itself look like a withered leaf in an autumn bonfire.

3. "In a private enterprise every dollar is furnished and owned by men who operate the plant, while the Service Director who is in charge of a municipal plant has not a cent in it."

True, the private owner MUST get the money, good, hard money profit, while the Service Director has but a reputation to sustain. In other words, there is no individual responsibility in dealing with the utility corporation, but there is individual responsibility when dealing with the Service Director. If the latter maintains his good reputation, as Mr. Norpell admits our present Director so does, then the public will be eminently satisfied for THEY will receive the profits, NOT the "private owners."

4. "In a private enterprise every dollar earned above expenses, belongs to the men who have charge of, and are conducting the plant and there is every incentive in the world for the exercise of economy efficiency and personal supervision."

God. And why? To make a handsome profit for the Wall Street individuals; whereas the municipality turns ITS profit back to the whole community. Every taxpayer gets his share. We are scarcely blind to the fact that the 29 Ohio cities comparing with Newark in population and needs and buying their current from the Ohio Light and Power Co. and other similar companies, are averaging MORE than FOUR TIMES THE PER CAPITA COST THAT NEWARK PAYS. OF COURSE THE PRIVATE OWNERS GET THE DIFFERENCE AS THEIR PROFIT.

5. "In a private enterprise, if a plant is unsuccessful, the loss falls upon the owners of the plant."

NEVER, the owners raise the price to the consumer, make up the deficiency the following year, or float more bonds until the limit is reached, and then more was to the consumer when his service is gone.

6. "In a private enterprise, the men selected for government and management are selected on account of their experience, technical knowledge, skill and ability to handle the proposition."

The last four words are full of significance, "to handle the proposition"; and these men are paid in proportion to their ability to handle. The "handlers" receive the most pay, the technical experts the least. With our municipality we need no handlers, we are not dealing with a utility corporation.

8. "In a private enterprise the owners of the property, or a board of directors, supervise and conduct the business seeing that every man discharges his duty." &c.

He neglects to state that the work of the board of directors is secret while our (city council) is open and we can know what is going on.

9. "In a private enterprise, especially conducted by a large corporation, there is an auditor, expert accountant, who goes over the books once a month and sees that every dollar that is received and passed out is strictly accounted for."

This is a good point for the utility owners, but the accountant pays the bill for the accountant's services, while that expert's duty is to see that the money received goes straight and direct to the pockets of the original owners down Wall Street way, while the great State of Ohio sends its own expert accountants, at the state's expense, to Newark to inspect the books of the municipality and see that every dollar of profit is directed straight to the pockets of the taxpayer.

The most unfortunate part of this whole controversy, as developed further on in the argument, is the evident desire of the attorneys for the utility company to confuse the issue by making it appear that all opposition to the Ohio Light and Power Company contract implies hostility to ALL corporations. This is emphatically NOT the case, although Mr. Norpell admits his prejudice against ALL municipal ownership. There is a vast difference between a public utility corporation and a mere business combination for the transaction of legitimate business free from the granting of privileges that should belong to all the people. The public utilities are in a class by themselves and are continually grasping for more privilege and monopoly dictation. For my part, I am against them all from the standpoint of public morality and the rights of the future generations. And our \$30,000 bond issue will be looked back upon, when the ten years will have expired, as one of the most important progressive steps ever taken by the citizens of Newark.

E. T. JOHNSON.

Electric Light.
Editor of The Advocate:
Facts do not bear out the statement by Mr. Norpell that private companies can furnish better service at less cost than city-owned plants. Some few weeks ago Mr. Ballard, the engineer in charge of Cleveland's \$2,000,000 plant, read a paper on that plant before the American Society of Engineers, and in the talk that followed it was brought out by the general manager of the Detroit Edison Co. that the Cleveland plant had nothing that was not in the Del Ray station of that company. Cleveland sells current to private consumers at less than one-quarter the price that the Detroit Edison Co. charges. Cleveland only has to pay interest on the bonds, lay enough aside to retire these bonds as they come due, operating expense and depreciation. The Del Ray plant has to pay all this and dividends on about twice its value in stocks.

Seattle, Wash., has cut the rate from 8 1/2c with a minimum of \$1.00 in 1911 to 6c with a minimum of 50c, and now the engineer in charge has given figures to the council to show they can cut to 5c and still have a profit.

Can a \$500,000 plant, not half loaded, hand-fired, and with pay-roll averaging \$2.75 per day for 123 men, sell current cheaper than a full loaded \$30,000 plant that will cost the city no extra men whatever? Does Mr. Norpell believe they can? If they make a rate below cost don't you think the private consumer will pay the difference? Can Mr. Norpell give the reason for the O. L. & P. Co. selling current 2c cheaper in Lancaster than in Newark?

They cut from 13 1/2c to 11-10c because we have the old plant and so let's build a new plant and they may cut again.

BARCH SMITH.

Advertiser Services.
Editor of The Advocate:
I beg permission to announce through your columns that a writer of a communication in your paper yesterday is wrong in regard to the place where the religious services of the Seventh Day Adventists church are held. We hold services every Sabbath morning in our chapel situated in Sixth street, between Main and Church, beginning Sabbath (Saturday), Sabbath school at 9:30, regular service at 10:30 a. m. Bible study at 2:30 in the afternoon, missionary meeting every Sunday evening and prayer meeting on Wednesday evening. I am glad to make this announcement. We have been at fault that we do not announce our services every week, and hereafter we will endeavor to do so, because we hold our meetings on Sabbath (Saturday). We will be obliged to announce them a week ahead.

MARTHA WINTERMUTE.

Lodges
K. OF P.
Newark Lodge.
Newark Lodge opened in regular session Thursday night with all the officers present and considering the weather a good crowd was in attendance. The Page rank was conferred upon one candidate, on applicant was balloted upon and elected for membership. An invitation was read from Rev. C. H. Stull to attend divine service at the Fifth Street Baptist Church in the near future. The committee will announce date later. F. S. Wilson, chairman of the soliciting committee for the new temple reported progress. This committee has quite a job on their hands and it will be impossible for them to see all members personally so all brothers who have not yet made a pledge can help the committee on this work by seeing Bro. Wilson at once.

On next Thursday night their will be work in the Page Rank and possibly the Esquire rank.

Roland Lodge.
Barely a quorum was present at the meeting on Tuesday evening of this week as all the officers went to Alexandria that evening to exemplify the Knight rank for the lodge of that place. Chancellor Commander Cooley opened lodge at 7:30 and went through the regular routine and closing in short order he also journeyed to Alexandria, arriving in time to see the work, which was liberally applauded and highly complimented by the crowd of nearly 300 Knights in attendance. A squad of 16 boys of the Uniform Rank, under command of Captain Wollmuth, gave a good exhibition and were heartily received. After the work a fine supper was served in the town hall by the Pythian Sisters. Fourteen automobiles carried about 65 of the local Knights on this trip, and the owners of the machines showed the true

Pythian spirit in donating their machines for this good cause. Their kindness was truly appreciated.

U. S. W. V.
The regular meeting night of the U. S. W. V. is March 24. At the last regular meeting there was a much improved attendance and the routine business was transacted. Several offices have been vacant and an election was held to fill these vacancies and the new officers were installed.

I. O. O. F.
Olive Branch Lodge, No. 34.
Olive Branch Lodge, No. 34, met in regular session on last Tuesday evening March 16, with a good attendance, and after the routine of business was transacted, one candidate was found in waiting, and the mysteries of the second degree was conferred. On next Tuesday evening March 23 the third degree will be conferred and it is desired that there be a good turn-out of members. Visiting Brothers always welcome.

Newark Lodge, No. 623.
Newark Lodge, No. 623 met in regular session on last Monday evening with a good attendance of Brothers. Considerable interest was taken in the many good talks that were given under the "Good of the Order." There being one candidate in waiting the mysteries of the first degree were conferred.

All brothers are cordially invited to our lodge room next Monday evening for second degree.

ROYAL ARCANUM.
Bayard Taylor Council, No. 21 met in regular order with a good percent of the members present. Brothers, it is advisable to give the Council a good representation at each meeting because there is always something of importance to be considered by each and every member, which concerns you all.

A letter from F. S. Johnson, Hudson, Ohio, informs the council that his father, Rev. Henry Johnson, died on the fifteenth of Feb., and interment took place at Fallsburg, Ohio. Bro. Johnson no doubt will be remembered by some of the older members of the council.

After the council closed, the evening was spent in a sociable game of pedro. By request of the Regent and Vice Regent, all officers are expected at the meeting on next Friday evening.

G. A. R. OPEN MEETING.
The program for the open meeting at G. A. R. hall on Sunday, March 21, two o'clock p. m., is as follows: Opening song—Oh come, come away," by audience.
Invocation—Chaplain Commander Wilson.
Instrumental solo—Mrs. Francis Banton.
Recitation—Mrs. Marie Hickey.
Duet—Lou Ella Hawkins and Miss Helen Stump.
Reading—Mrs. M. Z. Davis.
Music—Williams' orchestra.
Address—O. C. Larason.
Quartet—The Church of Christ.
Closing solo—"Keep on the sunny side of life," by comrade Green.
Come and hear him.

PUT CREAM IN NOSE AND STOP CATARRH
Tells How To Open Clogged Nostrils and End Head-Colds.
You feel fine in a few moments. Your cold in head or catarrh will be gone. Your clogged nostrils will open. The air passages of your head will clear and you can breathe freely. No more dullness, headache; no hawking, snuffling, mucous discharges or dryness; no struggling for breath at night.
Tell your druggist you want a small bottle of My's Cream Balm. Apply a little of this fragrant anti-septic cream in your nostrils, let it penetrate through every air passage of the head; soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly.
It is just what every cold and catarrh sufferer needs. Don't stay stuffed-up and miserable.
Conversational cure probably is the greatest healing remedy.

FREE PANTS SALE!

Our Free Pants Sale will begin Saturday, March 20th and continue to and including Monday, April 5th. During this time we will give FREE one pair \$5.00 Pants with every Suit, Overcoat or Coat and Pants order sold at Our Newark Store.

Union Made



Union Made

Don't miss this opportunity to get your Spring and Summer Outfit of tailor made clothes for \$15.00 and a pair \$5.00 Pants FREE.

Suit and Extra
Pants

\$15

Overcoat and Extra
Pants

\$15

Coat and Pants and
Extra Pants

\$13

NATIONAL WOOLEN MILLS

12 North Park Place, Newark, Ohio.

S. D. THOMPSON, Cutter and Manager.

Twenty-Five Stores

ON THE FIRING LINE
EVERY DAY IN THE
WEEK

Ready to serve you with high class, cleaning, pressing and repairing of clothes.

The kind that you can readily recognize as "DIFFERENT."

Phone Us
OR
Drop a Card

SACH & ROSS

Auto Phone 5135.
Wagon Calls.

'The Romance of Three Worlds'

Truth is Stranger Than Fiction.

This Will Be The Subject of FREE BIBLE LECTURE To Be Delivered In

COURTHOUSE CONVENTION ROOM, SUNDAY, MARCH 21, AT 2 P. M.
By C. F. DALY

In this lecture the talented speaker will show how God's purposes are being fulfilled and carried out in dispensational order, just as the CREATOR originally designed. He will show how, by "rightly dividing the word of truth" the Bible becomes beautiful, harmonious and reasonable throughout.

YOU'LL BE GLAD YOU CAME
EVERYTHING FREE NO COLLECTIONS

READ THE ADVOCATE'S CLASSIFIED ADS EVERY NIGHT. IT PAYS!

Removal Sale

On April 1st We Will Remove From Our Present Location, 27 West Main Street To Room No. 31 In The Arcade.

You are missing some rare bargains if you have not visited our store during our REMOVAL SALE. We still have left some splendid bargains in second-hand and shop-worn pianos and second-hand organs. We want to close out all these, as we want to have a new and fresh stock for our opening. To do this, we will not only make very low prices, but will also make very liberal terms of payment. We have a nice line of Player Music at 50 per cent discount.

When you visit the Automobile Show, stop in Room 31, Arcade, our future location, and hear the Player Piano we will have on exhibition there.

Remember, After April 1 We Will Be Permanently Located At No. 31 Arcade.

The Munson Music Co.

Newark's Most Reliable Music Store.

E. H. Frame, Mgr.

Other stores at Zanesville and McConnelsville, Ohio.

ECZEMA

CAN BE CURED

Free Proof To You

All I want is your name and address so I can send you a free trial treatment. I want you just to try this treatment—that's all—just try it. That's my only argument.

I've been in the drug business in Fort Wayne for 20 years, nearly every one knows me and knows about my treatment. Eighteen hundred and fifty-four people outside of Fort Wayne have, according to their own statements, been cured by this treatment since I first made this offer public a short time ago.

If you have Eczema, Itch, Salt Rheum, Tetter—never mind how bad—my treatment has cured the worst cases I ever saw—give me a chance to prove my claim. Send me your name and address on the coupon below and get the trial treatment I want to send you FREE. The wonders accomplished in your own case will be proof.

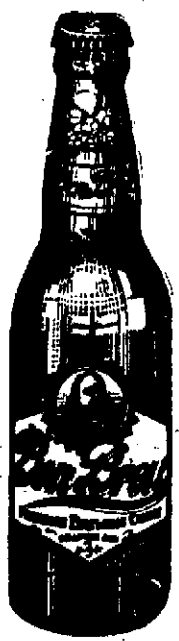
CUT AND MAIL TODAY
J. C. HUTZELL, Druggist, 670 West Main St., Fort Wayne, Ind.

Please send without cost or obligation to me your Free Proof Treatment.

Name.....Age.....

Post Office.....State.....

Street and No.....



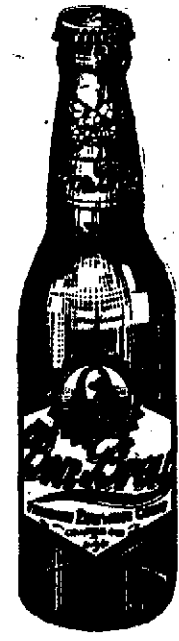
Just Think!

TWELVE BOTTLES OF THE FINEST, MOST DELICIOUS, AND NOURISHING BEER IN OHIO, 60c FOR.

The same price as other and inferior brews—but you want the BEST—it costs no more.

JAMES N. FITZSIMMONS
Agent, Newark, Ohio.
Auto phone 1132—Bell phone 301-K
Delivered in cases of two & three doz.

Brewed and Bottled by the
FRANKLIN BREWING COMPANY
Columbus, Ohio.



Here Is a Remarkable Bargain:

Regular Thirty-Dollar Simplex Electric Cleaner, \$19.75

Tomorrow we shall place on sale a guaranteed \$30 Simplex Electric Vacuum Cleaner for only \$19.75. The Simplex is one of the highest grade vacuum cleaners made and absolutely guaranteed to do satisfactory work. Made by one of the largest and oldest vacuum cleaner manufacturers, whose guarantee is as good as gold. Never before has this or any other high-class electric cleaner been offered at such a bargain price. Here is your chance! Let us demonstrate the Simplex—it's a winner!

HUFFMAN PLATING WORKS
31 Arcade—Auto phone 3310 or 1812



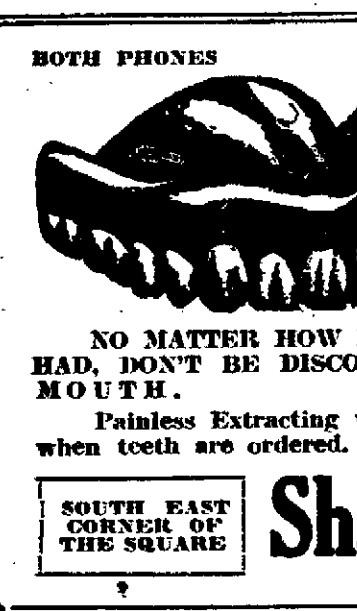
The Big Yard

Norris & Webb

Lumber

Yards { 6th & Wilson
Locust & 4th

Phone 1437-1526



LADY ATTENDANT

The Successful Feature

of good Plate Work is its close resemblance to nature—a result only achieved by perfect methods, long experience and careful study.

NO MATTER HOW MANY MISFIT PLATES YOU HAVE HAD, DON'T BE DISCOURAGED. WE CAN FIT YOUR MOUTH.

Painless Extracting with Vitalized Air or Obtunder Free, when teeth are ordered.

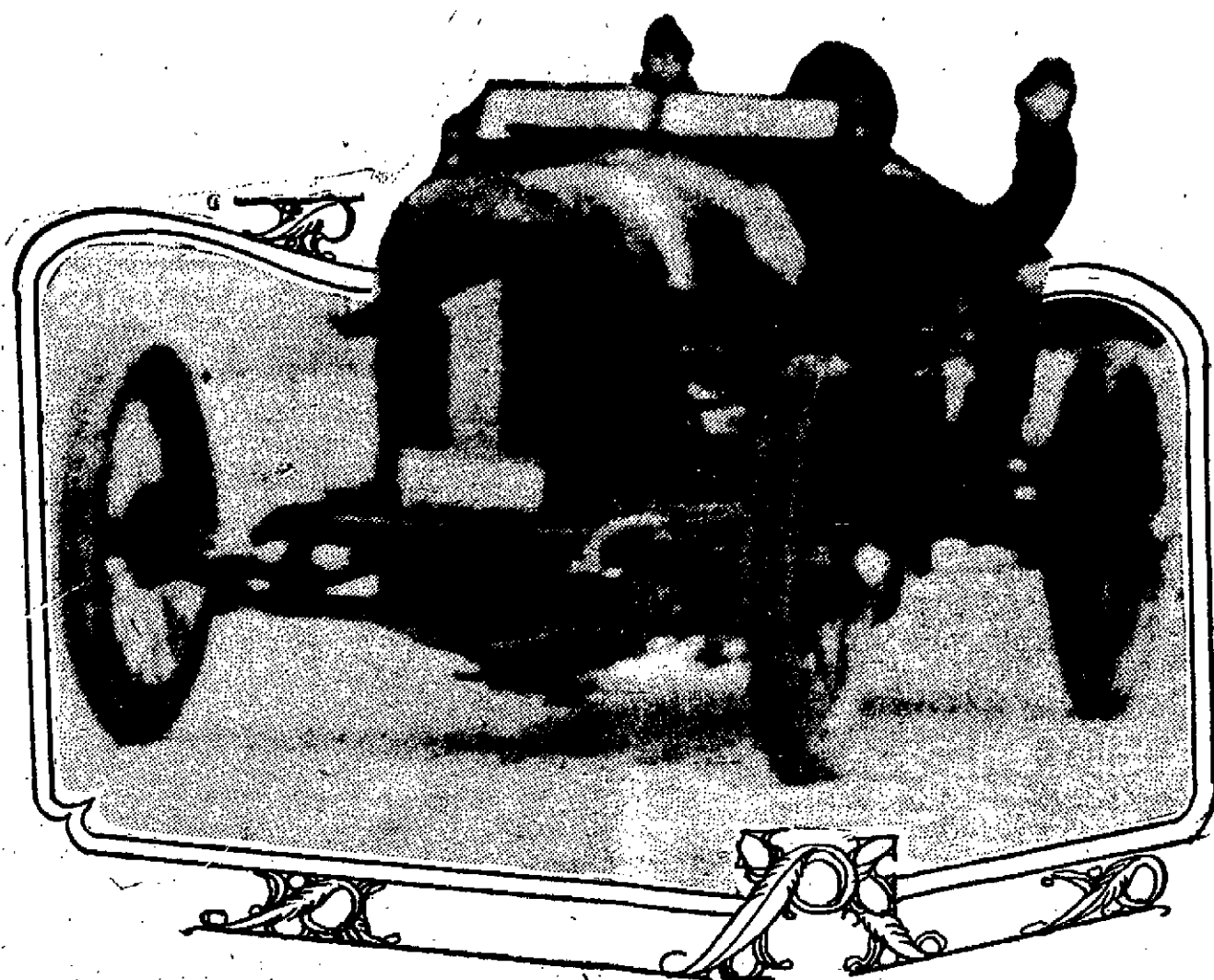
Shai & Hill

SOUTH EAST CORNER OF THE SQUARE

Open Monday, Wednesday and Saturday Even.

The Want Medium of Newark—Advocate Classified Ads

PUTTING THE SPEED IN SPEEDWAY



The above photograph is one of the most remarkable ever taken. It shows Ray Harroun, winner of the 1911 500-mile race, coming down the stretch of the Indianapolis Motor Speedway, at the rate of ninety miles an hour, with his hands above his head, completely off the steering wheel. Coming out of a turn, Harroun would simply head his car down the track, and then leave it to itself, confident its nicely balanced steering mechanism would hold it straight. He traveled for more than a half mile in this fashion. The picture was made during practice for the next Indianapolis 500-mile race, which has already begun.

TIRES REQUIRE CARE TO GET FULL MILEAGE

If every man who owns a motor car could take a day off and go through a big, modern tire plant he would discover that while rubber itself is the most effective water-shedder known, it is imperative that all moisture be eliminated in pneumatic tire construction. Furthermore, these owners would realize the great importance of looking after small cuts in the tire tread and closing them when they develop. When water works its way beneath the tread and breaker strip and into the carcass of a tire, premature deterioration is certain to follow.

In building up the carcass of a tire out of frictioned fabric, which means heavy cotton cloth impregnated with rubber, makers are extremely careful to use only thoroughly dry material. After crude rubber has been carefully washed and rolled into sheets of crepe, it is hung in drying rooms where a high temperature is maintained and where every trace of moisture is removed. The fabric, likewise, is run over heated rollers to make certain that it perfectly dry before being subjected to the frictioning process.

MOTOR CAR STYLES.

The president of one of the largest motor car factories recently said: "Like the milliner and the tailor, the butcher of autos are today striving to follow the public taste in styles; to keep pace with the American demand for something different—a little better—a little more advanced than what has gone before."

This statement by the head of one of our largest American car makers, is both reliable and interesting.

In the manufacture of autos, as in every other line of human endeavor, we cannot stand still, we must either go forward, or we will go backward.

So when an exacting public demands something new, it is evident that things are moving forward.

LIGHTING CIGARS.

On a country road at three in the morning with a box of cigars and no matches, is rather an unusual predicament from which to emerge with burning cigars, but a number of motorists recently performed this feat, in the following way: A spark plug was removed and the sparking chamber filled with gasoline. The plug was then placed on a cylinder and the motor started. The first spark ignited what gasoline there was left on the plug and immediately a piece of paper was thrust into the flame.

OVER-SIZED TIRES.

When the automobile industry was small the tire manufacturers made tires with outside diameters of an even number of inches; for instance, the outside diameter was 28, 30, 32, 34, 36, 38, etc. It was soon discovered that many cars had been put out with tires which were too small to carry the load, so the tire companies made special tires for each one of these rim sizes, which were a little larger than the tire made for them originally. For example, on a rim which is made for a 30x3 1/2-inch tire they put a tire 31x4-inch; that is, they increased the outside diameter 1 inch and the cross section of the tire one-half inch. Any tire that has an outside diameter of an odd number of inches, such as 31, 33, 35, etc., is, therefore, called over-size.

AN EXCELLENT FENDER.

One of the best safety devices which has come to our attention is an automobile cushion fender manufactured in Columbus. This fender is distinguished from the ordinary "bumper" by having a rubber cushion 2 1/2 inches diameter by 64 inches in length. The frame is made of heavy bar steel which is bolted directly to the frame in such a manner as to absorb the shock of a severe collision. These fenders have been placed on the police patrol cars in Detroit, and it is reported they are giving excellent satisfaction. Insurance companies are recognizing the safety device by granting reduced rates on casualty insurance on cars equipped with the cushion fender.

PERCENTAGE OF GRADE.

By percentage of grade we mean so many feet rise in 100 feet. For example, if a road rises 10 feet in a horizontal distance of 100 feet, it is called a 10 per cent grade; if the road rises 25 feet in a horizontal distance of 100 feet it is called a 25 per cent grade. Very few of the hills on public roads run more than 12 or 15 per cent grade. A hill of 20 or 25 per cent grade is very hard to find.

Driving the Big Car.

It is well to remember that a car with great weight and long wheel-base requires much strength, judgment and carefulness to drive it safely. Its great momentum when in motion calls for foresight; its weight makes it needful to keep out of soft places and deep ruts.

"Self-Sealing" Inner Tubes.

If a good quality, heavy red rubber inner tube with a diameter one-half inch greater than is called for by the casing user, a small puncture will not be pulled open into a big hole, but it will be pressed together so the leak will be small if any.

Ontario has an Indian population of 23,044.

GOOD ROADS LAW TO BE REVISED BY STATE SOLONS

Coincident with the appointment of a new highway commissioner the legislature is now wrestling with a recodification of the Ohio road law which was introduced by Senator Cass of Putnam county. This measure revised over 1000 sections of laws pertaining to roads, many of which are conflicting and are impossible of enforcement.

Every law in the statute books pertaining to the roads of the state has been carefully revised, and the 1000 ancient and obsolete sections have been boiled down to about 350 paragraphs. A public hearing on this bill was held in the senate chamber Monday evening, March 8th at which there were present Mr. Chas. C. Jones, president of The Ohio State Automobile Association, Secretary Caley, W. P. Blair, D. S. Humphrey and W. A. Stinchcomb members of the Cleveland Automobile Club; Jesse Taylor, and other members of the Ohio Good Roads Federation, members of the County Commissioners Association, the Ohio Engineering Society, and the Rural Letter Carriers Association. All of these organizations endorsed the bill with some slight changes for amendment.

President Jones protested against the use of the automobile license funds for road construction, and urged that three quarters of a million dollars be used entirely for repair and maintenance of roads which had already been constructed and that half of this money be expended on main market roads, and the other half on intercounty roads under the direct supervision of the State Highway department. This recommendation will undoubtedly be concurred in.

The Cass bill will greatly simplify the road laws of the State and while the measure as introduced is rather crude, it forms a working basis for producing a model road law for Ohio.

It is true that a great many people believe these motors to be of the two-cycle type because they have often been referred to as valveless motors. They are not valveless, however, as they have valves which open and close the same as the ordinary engine and they work on the four-cycle principle entirely. The only difference between the sleeve valve motor and the poppet valve motor is in the kind of valves which they use.

Already Europe's war has cost it, it is estimated, three billion dollars. Did you ever stop to think how many miles of GOOD ROADS this would build?

How much per— —DELIVERED Mile?

THAT'S the Tire Question in a Nutshell!

Not—"how much does the Tire Cost?"—how much Rubber is in it?—how many layers of Cotton fabric?—or "how many different Vulcanizings does it go through?"

Because,—Results have shown that some of the Tires which have most Cotton, Rubber, Weight and stiffness, give much less MILEAGE and Resilience than other tires made lighter by more expert workmen, through more direct and precise Methods.

Nor is so-called "Mileage Guarantee" worth considering in purchasing of Tires.

Because,—no Tires are actually guaranteed to give definite Mileage, no matter what the surface reading may suggest.

Such "Guarantee" would be impracticable with the best Tire ever made, or that ever will be made.

—This, unless the Tire User could, in turn, guarantee the kind of roads over which he would always drive, the kind of driving his Chauffeur would always do, and the air pressure he would always carry on each Tire.

THE "Mileage Guarantee" is therefore a deceptive Misnomer.

It does not guarantee given Mileage but is only a figure arbitrarily

named "as a Basis for Adjustment" on Claims made for defective Workmanship or Materials.

Read any of these "Guarantees" that are printed (or have the verbal ones defined) and you will see that they don't guarantee anything except that the Maker alone shall decide everything such "Guarantee" is supposed to cover.

The larger the Mileage "Guarantee" the higher the price the Maker must charge, to cover (as with Life Insurance) the increased "risk" of replacing Tires that are reasonably sure to wear out in considerable numbers, before they have given the "Guaranteed" Mileage.

The Careful Driver, over good roads and streets, would thus pay more than the Tire is worth, so that the Reckless Driver, or hu who must continually drive over bad roads and streets, might get Mileage he is not entitled to, at the Careful Driver's expense.

THE Goodrich Safety Tread is the fairest-priced Tire, of similar Quality, in the field.

Ten to 30% lower than other Tires that give less Mileage on average performance less effective Traction, with more Vibration, and greater tendency to separate the layers of Fabric and of Tread.

Compare the "Goodrich Safety" Mileage Costs with that of any other Tire in the field, and ACT on what the Comparison shows you.

Note the following table of comparative prices on non-skid tires. Columns headed "A," "B," "C" and "D" represent four high-advised tires:

Size	Goodrich Safety Tread	OTHER MAKES			
		"A"	"B"	"C"	"D"
30x3	\$ 9.45	\$10.55	\$10.95	\$16.35	\$18.10
30x3 1/2	12.20	13.35	14.20	21.70	23.60
32x3 1/2	14.00	15.40	16.30	22.65	25.30
34x4	20.35	22.30	23.60	31.15	33.55
36x4 1/2	28.70	32.30	33.60	41.85	41.40
37x5	33.90	39.60	41.80	49.85	52.65

If you are charged less for any other make than Goodrich, they are taking it out of the tire; if you are charged more, they are taking it out of you.

The B. F. Goodrich Co., Akron, O.

GOODRICH Fair-Listed TIRES

The Automobile Business.

The magnitude of the automobile business of the country is shown by figures made public which show that last year there were manufactured 615,000 motor vehicles by 450 concerns, the aggregate value being \$485,000,000. In addition there are 15,000 automobile dealers, 13,630 garages, and 680 supply houses. Just think for a moment what an enormous number of men are given employment in this business which has attained gigantic importance within the past six or seven years. And the best part of it is that the industry has gotten on a stable footing. It has come to stay and will increase rather than go backward, for the automobile is recognized as a necessity these days as well as a means of pleasure. The day is not far distant when price readjustment will bring machines in reach of all; then with cheaper fuel, which is also a probability of the future, the automobile factories will be taxed to their utmost capacity to meet the demand.

Considers Headlight Law.

An ordinance prohibiting dazzling headlights on automobiles in Baltimore is being considered by the city council. The proposed ordinance follows: "No operator of any automobile or other motor vehicle, while operating the same upon any public highway within the limits of the city of Baltimore, shall use any acetylene, electric or other headlight on such vehicle, unless such headlight be properly covered, shaded or lowered, so that it will not blind or dazzle other users of the highway, or make it difficult or unsafe for them to ride, drive or walk thereon; any person violating the provisions of this ordinance shall be subject to a fine of not less than \$5 nor more than \$10 for each and every offense.

Six Months in Jail for Joyride.

Joyriding in Cincinnati received a setback the other day when Emmet Hackett was given six months in the workhouse for taking a car without permission and driving it while he was intoxicated.

"It's a good plan to think before you speak," admonished the Wise Guy. "Gee! if I did that I'd forget what it was I wanted to say," replied the Simple Mug.

Ready Cash Chases Petty Bills

We have the cash. We can help you chase them. We have helped thousands in this way. We will loan you on your Household Goods, Piano, Horses and Wagons, etc. \$50.00 6 Months Time \$6.70 \$9.45 Mo Paym'ts Cost

Other amounts in proportion. Ask about our Free Loan plan in case of death. Agent in Newark, each Friday.

We will call if you drop us a line or telephone.

Ohio Loan Company

212 MASONIC TEMPLE
ZANESVILLE, OHIO.
Bell Phone 1023
Licensed and Bonded. Legal Rates

Are You Looking After Your FAMILY'S WELFARE?

If Not—Then See

M. J. REESE

Who Represents The

Mutual Benefit Life Insurance Company

Newark, New Jersey.
(The Annual Dividend Company of the World.)

Phone 1007.
1002 Trust Building.

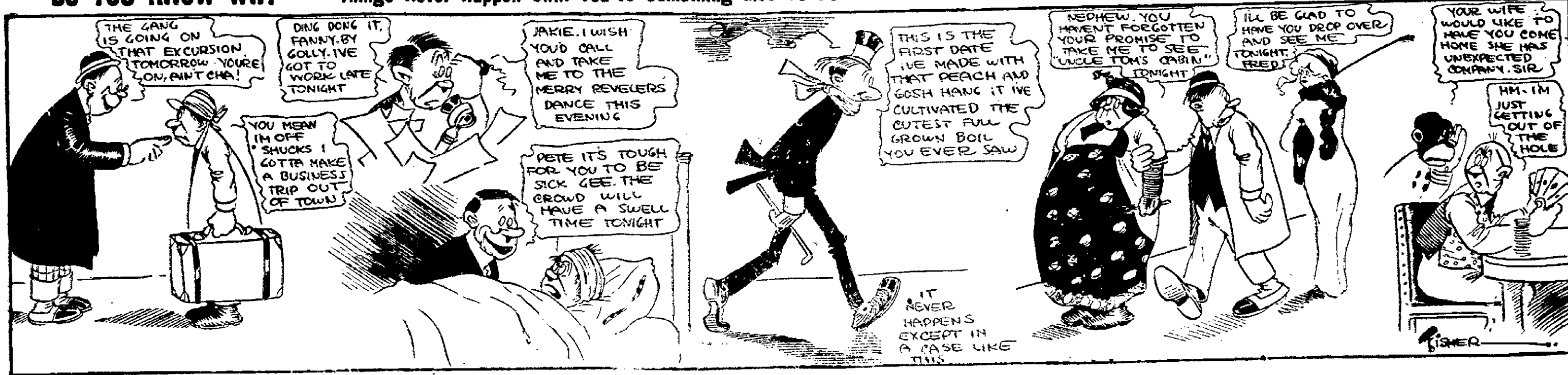
YOUR SPRING SUIT BEAUTIFULLY TAILORED

Wm. Christian & Sons

Tailors for Men.

Want a house? Read the Wants.

DO YOU KNOW WHY --- Things Never Happen Until You've Something Else To Do ?



News in Brief

MASONIC TEMPLE

Corner Church and Fourth Streets

CALENDAR.

Lodge F. & A. M., No. 554.

Thursday, March 25, 7 p. m. Work

Entered Apprentice degree.

Lodge No. 97 F. & A. M.

Friday, April 2, Regular.

Warren Chapter, No. 6, R. A. M.

Monday, March 29, 7 p. m. Royal

Arch degree.

St. Luke's Commandery, No. 34, K. T.

Tuesday, March 23, 7:00 p. m.

Special. Order of the Temple. Full

uniform.

Bigelow Council, R. & S. M., No. 7.

Wednesday, April 7, at 7:30 p. m.

Magical.

Dr. E. V. Prior, dentist has moved

to Masonic Temple. Phone 1538.

3-3-1mo

Loyal Order of Moose.

Licking Lodge, No. 499, will meet

every Thursday evening at 7:30

o'clock.

Mazda Program Tomorrow.

"Colombia" a 2 reel Biograph special

feature, adopted from the Ro-

manco of Prosper Merimes.

"The Girl at Nolan's." A comedy

drama.—Vitagraph.

Come in Tonight and See The Beautiful New Suits Every Woman Is Admiring

Come and see, if you will, the many styles that are shown here. Women who have not seen them this season are urged to come in without further delay. The spring showing is more complete at this time than at any other time during the season.

Make your selection now, for a little later the suit you have in view may be sold, and many of these choice models we will be unable to duplicate.

**You will also want to see
The New Spring Coats
The New Silk Dresses
The New Skirts
The New Blouses**

H. H. Mazey Company



1711
Copyright 1915
The H. H. Mazey Co.

BEER SALE

AS AFFECTED BY PROHIBITION
IS QUESTION TO BE DE-
CIDED BY SURROGATE.

In Suit for Reappraisal of Estate of
Wealthy New York Brewer,
Valued at Millions.

(ASSOCIATED PRESS TELEGRAM)
New York, March 20.—The question whether the spread of prohibition has helped or hindered the sale of beer is under consideration by the New York county surrogate in connection with an application by the state comptroller for re-appraisal of the estate of Peter Doelger, a wealthy brewer. The comptroller holds that the valuation of \$7856,123, fixed by a former appraiser, was inadequate.

In arguments yesterday, counsel for the comptroller objected chiefly to the finding that the good will of the brewery business had no value which was based partly on a conclusion that restrictions on the sale of intoxicants throughout the country had wiped out many breweries and might eventually affect those in New York state. Counsel for the estate contended that, on the contrary, many persons who drank whiskey twenty years ago now use beer, and this should result in an increase in sale of beer, rather than a decrease. The surrogate reserved decision.

HORSES FOR THE EUROPEAN WAR ARE PURCHASED HERE

Mr. Dossa Colville, of 217 Woods avenue, who is associated with Warren Smiley of Philadelphia, bought thirty-eight head of horses yesterday, taking them in at the Elmer Jones livery stable at the rear of the Franklin bank. The horses brought from \$20 a head up to \$250 and among the lot were sixteen beautiful dapple grays weighing from 1,600 to 1,800 pounds. These horses were shipped to Philadelphia in two cars where they were placed at auction, a number of them being bought by foreign agents for use in the European wars.

The Courts

Marriage Licenses.
Stanley W. Biss, laborer of Mt. Vernon, O., and Miss Myrtle M. Roop of Utica, O.

Real Estate Transfers.
Charles O. Roshon to The Farmers' Exchange Co., parcel of land in Pataskala, O. \$1, etc.
Harry D. Corbin to Wm. Benoy, three parcels of land in Hartford township, \$5,200.
George W. Mercer to Eli Frey, \$2,822 acres in Fallsbury township, \$2,788.

Chickens in Court.
The office of Justice F. S. Scott was overrun with chickens Friday evening and it was sufficient to attract a number of men there also. They were of the feathered variety and had been brought in from the farm of Donatos Karez, who resides just south of Swan's blacksmith shop and purchased them it is alleged from Martin Julius, the latter being arrested by Sheriff Chas. Swank, charged with the theft of nine chickens from the hen cop of James S. Willison, but only seven were recovered.

At the hearing before Magistrate Scott, Julius implicated another, Alex Martinio, residing in Eleventh street between Jefferson and Wilson. He was later arrested and locked up for hearing Saturday afternoon at 4 o'clock. Julius claims that his confederate broke into the coop. He was bound over to the grand jury in the sum of \$300.

Squire Jones' Court.
Mattie Higgins, former resident in the Sharon Valley of the Welsh Hills, who was charged with disposing of mortgaged property and who left some time ago and whose whereabouts could not be ascertained, has been arrested by Chief Carter of Columbus and held for Magistrate Jones' justice court. Constable Emmet Forgrave went to Columbus today and returned with Mrs. Higgins. An effort will be made by the defendant to settle the case.

Certified Transcripts.
The following criminal transcripts have been certified to the court of common pleas by Justice Fletcher S. Scott:
Frank Milinski, charged with an assault with attempt to kill.
Ezra Newlon, charged with assault with attempt to kill.
Fred Lopham, charged with incest.
C. S. Fenuice, charged with assault with attempt to kill.

**FINGER TIPS WILL
BE EXAMINED OF
NAVAL CANDIDATES.**

(ASSOCIATED PRESS TELEGRAM)
Washington, March 20.—Finger prints of every sailor in the American merchant marine are to be taken in connection with the examination to determine their qualifications to be listed as "able seamen," and to be "certified life boatmen," under the provisions of the new seaman's law. Between now and July 1, when the act takes effect, about 30,000 will have to undergo the tests.

VARIED FEDERAL SOUVENIRS.
(ASSOCIATED PRESS TELEGRAM)
Washington, March 20.—Many and varied are the souvenirs that are to be prepared for the Panama-Pacific exposition by the federal government. They range from coins and medals to engraved and printed diplomas and work on some of them is already under way.

State News

Harry J. Shaw, Columbus contractor, arrested for annoying girls and women in picture shows, was sentenced to six months in the workhouse and fined \$500.

Becoming reconciled to his first love after 18 years, D. J. McCready, 70, of Butler, married Mrs. Sarah Banks, 69.

Class fights among high school students at Ada have involved the superintendent, faculty, school board and others. Mayor Montgomery fined three seniors \$5 for attempting to shoot down the sophomore class flag placed on the building.

Capt. J. D. Emerson, 75, who died at Bellefontaine, participated in thirty battles in the civil war. He founded the city of Independence, Kas.

A. J. High, 71, former auditor of Crawford county, died at Bucyrus.

John H. Torok was seized with paralysis while playing pool at Martins Ferry and died in a short time.

E. L. Buchtel was named by the city council of Marysville as mayor to succeed Cyrus Zimmerman, resigned because of illness.

Michael McGonaghy's right arm was crushed at Mt. Vernon when his arm was caught in a machine belt.

Three hundred men are out of employment because Mines No. 3 and 4 at Crooksville closed indefinitely.

Wilbur L. Collins, 51, of Freeport, fell dead while plowing. His ten-year-old daughter unhitched the team and took the horses to the barn before calling for help.

Darton's school board authorized a bond issue of \$200,000, \$150,000 of which will be used for a new school building.

Because the fund is insufficient to do any good, Judge Ashman of Coshocton will not pay out the mothers' pension money this year, holding the amount until the 1916 appropriation is made.

CAPT. GEO. HENRY TO BE RELIEVED AT CAMP PERRY

(ASSOCIATED PRESS TELEGRAM)
Columbus, March 20.—Adjutant General Hough today announced the appointment of Captain Benoni F. DuPerow, quartermaster of the Fifth regiment of Cleveland, to succeed Captain George M. Henry as superintendent of the Camp Perry grounds, where the state rifle range is located. Captain DuPerow has been connected with the Ohio National Guard for thirty-two years, and its ranking captain. Captain Henry, formerly resident in Newark, and has been superintendent since the establishment of Camp Perry some ten years ago. The change takes place April 15.

ELECTRIC LIGHTS

Editor of The Advocate:
"Which is best for Newark taxpayers? It ought not to be hard to answer after considering facts and figures." This is the heading of an article appearing in this paper last night in the interest of purchasing current, it contains the following paragraph to which a reply is made:
"A flat rate for the same lights now used by the city for \$6895.42."
The statement should say: for power alone for 3600 hours.

"For the same service that the city has been receiving moonlight service, \$4192.85. The moonlight rate offered by the Ohio Light and Power Co., and this is the same sort of service that the city has received at all times from its own plant, is less than the cost of fuel for operating the plant."
The above rate of \$4192.85 is according to their proposition for 2190 hours.
The facts are that the city plant has furnished light for the following hours: During 1911, 3526 hours; during 1912, 3166 hours; during 1913, 3623 hours; during 1914, 3320 hours.

"Which is best for the taxpayers of this already bond-burdened city? To save or to squander. To purchase at a cost of \$6895.42, or \$4192.85, or to purchase at a cost of \$13,488.55, etc., etc."

The facts are a 3600-hour service will cost the city as follows:
3600-hour contract \$6895 42
Cost of distribution, 1914
rate 3892 04
Night man at the plant 720 00
Insurance 118 15
Repairs to building, fuel, etc. (estimated) 390 00
Other labor incurred because current is purchased, not to be lost sight of 1640 00

Total cost \$13,565 61
Without interest or depreciation.
Cost of operating city plant four years past by auditor's report:
1911 \$5,635 04
1912 5,619 70
1913 5,945 04
1914 (new heater, etc.) 7,915 44

Total operation four years \$25,115 22
Gas consumed in four years, 166,740,000 feet, at 12c \$20,008 80
Total, including fuel \$45,124 02
Annual average cost city plant \$11,281 00
Produced in an old uneconomical plant.
W. C. CHRISTIAN.

LAKE NAVIGATION OPENS.
Chicago, March 20.—Navigation on Lake Michigan between Michigan and Indiana points opened today, two weeks in advance of the opening date last year.

LIVING MODEL DEMONSTRATION OF THE NEW SPRING STYLES

CLOSES AT 8:30 P. M. THIS EVENING

And the Spring Opening Sale Prices On Women's, Misses' and Children's New Spring Wearing Apparel Begins Monday Morning In Earnest.



YES, the greatest style show that the people of Newark have ever had the opportunity of enjoying comes to a close this evening at 8:30 p. m. And, judging by the interest manifested by the thousands of women who have visited the style show day after day, that they will remember the correct styles for the coming season. Every garment that has been worn by the living models was taken from our own regular stocks. So that when you come Monday or any day next week you can depend on getting any of the garments you saw displayed.

Again we must say, the choosing of spring fashions will begin in earnest Monday morning. A sale with greater stocks, greater ready-to-wear room and greater values.

We Invite You.

The Store
That Serves
You Best

Meyer & Lindorf
NEWARK, OHIO.

East Side
of the
Square

Newark Board of Trade Announces Appointment Of 11 Important Committees

At a meeting of the Board of Trade, last night, Chairman E. M. Baugher of the executive committee, announced the appointment of eleven important committees and at the same time the chairman said that the organization is about to enter upon a period of renewed activity along several lines.

The committees on municipal survey and agricultural bureau are new and important. The men who are directing the activities of the organization ask the hearty and active co-operation of members of all of the committees and members of the organization.

It is probable that another get-together meeting will be held soon, and that a membership campaign will be inaugurated at an early date. The spring clean-up day proposition will probably be taken up by the Board of Trade, which organization inaugurated the movement several years ago. Following are the committees named last night:

Membership Committee—Julius Juch, W. C. Wells, R. W. Smith, J. D. Keeley, A. S. Mitchell, J. C. Kreig, F. L. Johnson, A. S. Stephan.

Finance Committee—C. C. Metz, A. R. Evans, J. K. Dewey, Warren Suter.

Entertainment and Acquaintance—H. P. Scott, D. Alshool, W. W. Gard, W. C. Wells.

Municipal Survey—A. A. Stasel, W. M. Morgan, E. C. Wright, W. S. Weiant.

Industrial Development—Carl Norpell, W. C. Metz, F. C. Evans, E. M. Baugher, Roderick Jones.

Transportation and Railroads—George B. Sprague, F. L. Bagges, J. S. Herzog, Phil Vogelmeier, W. W. Davis.

Trade Development—W. H. Mazey, H. H. Harris, Lawrence Krieg, J. M. Mitchell, H. C. Darrow, George Herman, A. L. Norton.

Conventions and Publicity—C. L. H. Long, Julius Juch, C. H. Spencer, E. S. Miller.

Agricultural Bureau—W. H. Smith, W. M. Morgan, W. L. Prout, Wesley Montgomery.

Fire Insurance—J. N. Pugh, E. T. Johnson, M. J. Reese, E. Cary Norris.

Civic Improvement—C. H. Spencer, C. C. Metz, C. H. Davis, Harry Scott, H. S. Fleek, Wilson Hawkins.

DEATH

OF CHARLES FRANCIS ADAMS,
NOTED AMERICAN PUBLIC-
IST AND HISTORIAN.

Deceased Was 80 Years of Age, and
A Grandson of John Quincy
Adams.

(ASSOCIATED PRESS TELEGRAM)
Lincoln, Mass., March 20.—Charles Francis Adams died at 2 o'clock this morning at his winter residence, 1701 Massachusetts avenue, Washington. He had been ill with the grip for a week. Mr. Adams was born in 1835. Word of his death was received at his home here this afternoon.

Charles Francis Adams was widely known as a publicist and historian. He was a great-grandson of President John Adams, a grandson of President John Quincy Adams, and a son of Charles Francis Adams, minister to Great Britain in the Civil war period. A biography of his father, which included a review of the diplomatic negotiations between the United States and Great Britain over Civil war problems, was one of Mr. Adams' most notable books.

Born in Boston, May 27, 1835, and graduated from Harvard in 1856, he was admitted to the Massachusetts bar two years after leaving college. He served in the union army throughout the Civil war, rising in rank from first lieutenant to colonel and brevet brigadier general of volunteers. After the war he was identified with railroad affairs for many years, serving for six years as president of the Union Pacific Railroad, and for ten years as a member of the Massachusetts board of railroad commissioners. He was chairman of the commission which planned the metropolitan park system in and about Boston.

Never seeking public office, Mr. Adams took an active part, as an independent, in political affairs through his writings and speeches. His addresses in Chicago in 1902, when he gave his praise to General Robert E. Lee, and suggested the erection of a monument to Lee at Washington, and at Richmond in

1908, when as an "Independent Democrat," he urged the election of Taft over Bryan, attracted wide attention. Mr. Adams was a member of the board of overseers of Harvard University for more than twenty years. In 1913 he lectured at Oxford on American history. He was the author of numerous books on railroads and on various phases of American history, and was a fellow of the American Academy of Arts and Sciences, and a member of the American Academy of Arts and Letters.

SPECIAL WALL PAPER EXHIBIT

Mr. J. P. Walsh representing M. H. Birge & Co., makers of all that is fine in wall coverings, will have the entire line open for inspection Monday and Tuesday next.

If you are interested in extra fine wall decorations do not fail to make an appointment early.

NORTON'S BOOK STORE.

**Roe Emerson Will
Have a Handsome
Summer Residence**

Mr. Roe Emerson has purchased ten acres of land in the Madison Heights addition on which stands an old-fashioned ten room brick dwelling house. It is Mr. Emerson's intention to remodel the house and convert it into a fine summer residence which will be occupied by himself and wife. The land will also be improved in various ways making it a veritable beauty spot. As the location is on the Newark-Zanesville road it will greatly enhance the property as thousands of travelers pass the place every week. Mr. and Mrs. Emerson leave tomorrow for a trip to the Panama-Pacific International Exposition and after their return work on the improvements of the new property will begin.

Bargains in the Wants tonight.

United Free Pants Sale Starts, Saturday, April 3 And Will Continue Indefinitely

We make this offer to acquaint you with our new location at No. 3 South Third street, formerly occupied by William Christian & Sons and to give you an opportunity to learn the difference in quality between our high class tailoring and that of our rank imitators.

Suits and Extra Pants \$15
Overcoat and Extra Pants \$15
Suits and Pants and Extra Pants \$13

Take your choice of our unlimited stock, which includes a magnificent showing of New Spring and Summer woollens in the latest and most stylish weaves and colors.

Workmanship of the highest order, performed by our sterling aggregation of high class union tailors goes into these garments. This offer coming right in the midst of the busy season affords an unparalleled and most exceptional opportunity for you to secure hand tailored clothes at a tremendous bargain. Wait a few days longer and then act upon this great value-giving offer.

The United Woolen Mills Co.
W. A. HERSCH, President.

3 S. Third St.

The Largest \$15.00 Merchant Tailors in America

A Want Ad Will Do It

We'll Move April 1st To, 25 South Park Place

Where our larger and better quarters will permit our extending even better service than in the past.

WILLIAM E. MILLER HARDWARE COMPANY

"Hardware that will stand hard wear"

NEWARK, OHIO, SATURDAY EVENING, MARCH 20, 1915.

Automobiles and Prosperity

The feature of Newark's automobile show, which will open Monday night and continue all that week, is reported to be the preponderance of cars of native manufacture.

Naturally on account of the war importations are restricted, but this proportionate decrease of foreign exhibits at all American automobile shows has been recorded for several years past. It signifies the popular conviction that our own makers are able to turn out machines the equal in every way of European productions, while the price appeals more forcibly to the domestic pocketbook.

Of the many hundreds who will attend the show not all are automobile owners, but it is safe to say that all would like to be and that the majority are making plans to be included among the happy number. For possession of a motor car is no longer regarded as the privilege of the ultra-prosperous few. The original price and cost of upkeep have been reduced to a point where folk of moderate means, by economizing possibly in some other direction, are able to have a vehicle of their own.

When it is considered that 680,000 cars were made and sold in this country last year the claim that the automobile is really a democratic conveyance seems to be well founded. The increasing popularity of the automobile is illustrated by the fact that, although in 1914 many other lines of trade were seriously depressed, motor car dealers did the biggest business in their history. This was true of their foreign as well as domestic trade, the export of vehicles, parts and accessories establishing a new high record.

With reference to the outlook for the present year a spirit of optimism is said to pervade the entire automobile industry. Certainly when people are preparing to spend millions of dollars on cars that are used largely for pleasure better times would seem to be dawning. The returning prosperity will not be monopolized by any one branch of business, but inevitably will extend over a wide area of distribution.

Purchasers of automobiles this year will not only give evidence of confidence in the solidity of the general situation, but will directly aid conditions by putting more money in circulation. Newark, which has always been noted as "a good automobile town," doubtless will sustain its reputation in this respect.

YOUR FAVORITE CAR
AND WHERE TO FIND IT

Studebaker and Briscoe	
Spaces 1, 2, 3, 4, Arcade	S. E. Forsythe
Maxwell and Reo	
Spaces 5, 6 and 7 Arcade	C. U. Stevens
Case	
Space 8 in Arcade	Clem Coffman
Overland	
Spaces 9, 10, 11 Arcade	Fred W. Simpson
Tires and Accessories	
Space 12 in Arcade	J. C. Jones
Westcott and Hupmobile	
Spaces 13, 14, 15 Arcade	C. A. Pence
Grant	
Spaces 17 and 18 Arcade	Murray Connolly
Sphinx	
Space 19 Arcade	Wright D. Wyeth
Thor Motorcycles	
Space 20 Arcade	Howard Beoney
Ford, Dodge and Hudson	
Spaces 21, 22, 23 Arcade	A. P. Hess Auto. Co.
Cadillac and Buick	
Spaces 1, 2, 3 and 4 Arcade Annex	Spillman Bros.
Kissell Kar and Alter Car	
Spaces 5 and 6, Arcade Annex	Yoeman & Nye
Paige and Metz	
Spaces 7 and 8, Arcade Annex	Wolfe & Yaus
Allen Car	
Space 9 Arcade Annex	A. D. Fairall
Empire and Apperson	
Spaces 10 and 11, Arcade Annex	Anderson Auto Sales Co.
Indian Motorcycles	
Space 12, Arcade Annex	George Stream

The Economic Year

People these days are exercising better judgment in their selection of motor cars. They are far-sighted. They are choosing their cars on the basis of the economy they will secure in the long run—which, after all, is the logical way. The difference of a few dollars in first cost between one car and another is no longer the determining factor. Neither is the difference of a few dollars one way or the other in the cost of gasoline or oil during the course of the year. Even the slight saving which one car may show over another in the item of tire expense no longer clinches the decision of a motor car buyer.

It is the saving possible in repair expense that is the big, important saving. One way in which good design and good building evidence themselves is by cutting down repair expenses. One reason why some cars are better than others is because they do not roll up big repair bills. So when we predict that this year will be remembered as a year of economy in the automobile industry, we do not mean to imply that people will buy lower-priced cars than they did before. First cost is only one phase of the question, and wise motor car buyers, when hesitating between two cars of almost equal price will buy the more expensive machine of the two, providing that car can show a better performance at a lower all-around cost of operation.

To the argument advanced in favor of one car over another that it is economical in gas consumption, the best thing to do is to admit it—and add that in an entire season the saving of one "light six" for instance, over another in gasoline is less than \$25. Economy in oil consumption is a still less important item, for the greatest possible saving in oil expense is a negligible factor.

Repair economy is the economy that counts. One repair bill may wipe out all the saving of a year in gasoline and oil. That is why motor car buyers today are casting their verdict in favor of cars that keep repair expenses at a minimum.

There are four things that people these days look for when seeking motor car economy which is real motor car economy.

In the first place, the car that is the most economical in the long run must possess right construction. It must be well built. The workmanship in it must evi-

(Continued on page 2, Section 2.)

Boggs' Arcade Market	Smith & Broome	Manette & Co.	A. I. Norton Co.	Stewart Bros. & Co.	Newark Optical Co.	Conner & Jackson	Western Union Tel. Co.	Dick Quarry	Wagon & Kitchen	William Miller	Erman's Drug Store
ARCADE											
23	22	21	20	19	18	17	16	15	14	13	
ARCADE											
Hess Auto Co.	H. C. Walker	Long's Store	C.W. Graham Jeweler	Wm. McElwain	Chas. Duerr	Ext. Cook Hardware Co.	Monte Option Co.	Shoe Shine	Dineen's	Shaner Co.	Kresge's 5c and 10c Store
ARCADE											
12	11	10	9	8	7	6	5	4	3	2	1

Light Weight Motor Car Is
Aid to the Maintenance Of
Boulevards and Dirt Roads

ROY D. CHAPIN.

To build and maintain good roads would be comparatively easy and inexpensive, were we assured that the bulk of their use would be by light weight automobiles. It is from very heavy cars and from trucks that roads receive their hardest use. Boulevards and parks where travel is restricted to light travel require an astonishingly small expense for upkeep.

Moderate weight on fairly large section tires should be encouraged by all municipalities interested in building and maintaining good roads. To be sure this can hardly be attained by legislative action but much may be done by educational campaigns tending toward the fostering of this idea in the public mind. The oil roads of California are famous. Yet many of them cost but a nominal sum to build and maintain. Florida seems recently to have hit upon a method of building a combination oil and sand road that promises to revolutionize road building in the state.

I look to see great improvement in the construction of cheap and excellent roads in the near future. Could we but be assured that only light weight motor cars would be used on them the problem really is simple. Even a good dirt road, however is a big improvement over the highways that usually are found in the major part of the United States, and a good dirt road, excepting in the very worst season of the year, can be had with the expenditure of practically nothing but a little labor. The King split-log drag can be made by any one with the expenditure of almost no money and very little time, and its regular use by those doing road work in any community will vastly improve even the poorest of dirt roads.

It is perhaps too much to expect that concrete or brick roads could be laid through all the rural districts but it is not too much to expect that the cheap improvement of roads that already exist, is something which should be taken up by every municipality.

What is needed is not so much money as it is energy, and willingness to improve the roads. The fact that many farmers are buying auto-

mobiles is a big assistance, because no sooner does a farmer become possessed of a motor car than he realizes as he never did before the advantage of good roads and the ease with which it may be constructed and maintained.

CUPID HELPS TO
WIN BIG STAKES
FROM AUTO RACES

Indianapolis, March 20.—The secret of Darius Resta's brilliant driving in the recent Vanderbilt and Grand Prize races at San Francisco, both of which he won handily, is out. It involves the culmination of as pretty a romance as ever embraced two continents.

Several years ago, Resta met the sister of the late Spencer Wishart in dear old London. Their acquaintance, ship was but brief, yet resulted in a correspondence, after the two had again taken up their permanent abode on different sides of the Atlantic, that soon evolved into more than friendship.

It was not long until matrimony was a frequently discussed topic between the pair, yet the ocean offered a seemingly unsurmountable obstacle. With the outbreak of the European war, however, and the consequent abandonment of racing abroad, opportunity came, and soon Resta was on his way to seek both bride and fortune.

The bride came first. Resta and Miss Wishart being married immediately after his arrival, and the rest is history. Should, in addition, Resta manage to win at Indianapolis, where a gross purse of \$50,000 is offered, he will be fixed for life.

TRAINLOAD

OF BUICK AUTOMOBILES LEAVES
FACTORY FOR PANAMA-PACIFIC EXPOSITION.Largest Shipment of Autos Ever
Made—Is One Mile Long and
Carries 100 Cars.

Flint, Mich., March 20.—All known records for quantity shipments of automobiles were broken with the departure from the Buick factory, on Saturday, of a mile-long train-load of Buick Valve-in-Head motor cars. The train, christened the "Panama Exposition Special," comprises an even hundred freight cars, and is destined for the Pacific coast. The freight charges on this record shipment amounted to \$35,960—the largest sum ever paid to a railroad company as the carrying charge for a single shipment of automobiles.

The motor cars included in the shipment are valued at upwards of a half million dollars—said to be the most valuable consignment of merchandise ever shipped to the coast in a single order. The train, which is now on its way to the exposition city of San Francisco, is 5030 feet long, almost a mile. The Howard Automobile company, Buick distributors on the Pacific coast, is the consignee.

Every one of the 500 Buick cars in this shipment are already sold to an individual purchaser for immediate delivery as soon as the train reaches its destination. C. S. Howard, chief of the Buick Pacific coast distributing organization, visited the factory at Flint just after the first of the year, bringing the big order for the Buicks with him. Mr. Howard reported that trade conditions never were better on the coast, and that he looked for even better times as the result of the California expositions this year. The Howard organization has dealers in all the principal Pacific coast cities from the Canadian line clear down to Mexico.

This Buick shipment is the latest of several record-breaking consignments of Buicks that have been made this winter. It follows an eight train-load shipment to Nebraska and a two train-load shipment to Philadelphia.

The Buick factories at Flint are busier than at any time in their history, a thousand extra men being employed in the various manufacturing departments, many of which are operating day and night.

Morse Optical Co.	Alhambra Theatre	Leona M. Egan	Photo Studio	Sharritt Barber Shop	American Tribune	Gleichen Furniture
1	2	3	4	5	6	7
8	9	10	11	12	13	

SUCCESS
FOLLOWS EFFORTS OF A. P. HESS IN AUTOMOBILE SALES AGENCY.

Has Built Up Business for Three Different Machines Here in Newark.

That one dealer in Newark has three different cars, each with its own individual characteristics and its own personal enthusiasts is not to be gained when recognition is given A. P. Hess, who, at the head of The A. P. Hess Auto company, has built up one of the most flourishing automobile sales agencies and accessory business in Newark.

Mr. Hess has specialized on the Ford and the number of these cars now seen on the streets is evidence in itself of the business that he has built up. To the Ford agency, however, he has added the Dodge and Hudson, two very popular-priced cars in their individual classes, for which he says there is an increasing demand.

After a short conversation with Mr. Hess it is not difficult to discover that he is undoubtedly a Dodge enthusiast himself.

Mr. Hess is exhibiting his demonstrating cars in spaces 21, 22 and 23, all of which are just in front of his sales rooms in the Arcade.

"Muck-rakers on factory conditions will find little material to work on when visiting some of the big Detroit motor car plants," said Mr. Hess, in speaking of the Dodge motor car plants. "The fine twenty-acre factory of Dodge Brothers in the northern suburbs of the city is a striking case in point."

In addition to serve self restaurants, rest rooms and other features provided for the comfort of the employees of the company, the visitor to Dodge Brothers' factory will find a completely equipped hospital in one of the big 800-foot buildings which make up the plant. In charge of an experienced physician is a suite of first-aid rooms which would be a credit to many a small city. Finished in shining white enamel throughout the Dodge hospital consists of an operating room, physicians' room, nurses' room and separate wards for men and women. Only in rare cases does the physician in charge deem it necessary to turn over any of his patients to city hospitals for further treatment, as he has the equipment

First Aid to Tire Saves—
Little Cuts In Tread Grow
Rapidly Without Good Care

Nothing could apply to the motorist more than the old saying that "a stitch in time saves nine;" it is particularly applicable in the matter of tire repair and tire care, for tires are more abused and more neglected than

PLANS FOR BIG
RACE UNDER WAY
AT INDIANAPOLIS

Indianapolis, March 20.—A super-spectacle, the culmination of all 500-mile races to date, is now being contemplated by the Indianapolis motor speedway management. The length of the contest to be a 1000 miles, and the purse \$100,000.

Originator of the plan is A. C. Newby, president of the National Motor Vehicle company, and a director of the speedway, whose idea it is to stage a contest such as has never been seen in the world before.

The race is to be invitational, entry being limited to makes of cars having won previous 500-mile contests. To date, four such makes are eligible—Marmon, Delage, National and Peugeot, with possibly a fifth after the next contest has been run. Entering probably five cars each, this would make a field of twenty-five machines, the absolute cream of the racing world, with the pick of racing drivers.

A qualifying speed of 90 miles per hour for 20 laps of the speedway is to be necessary, and the race is to start at 6 a. m. Drivers are to take turns during the contest of 250 miles each, two drivers to a car. If the race goes through it will easily be the greatest ever run, say racing experts informed of the plan.

any part of a car. The motorist may not permit himself to believe that he is careless and that the high cost of motoring comes to a large extent from inattention in the necessity of first aid to the injured tire.

Macadam roads are apt to have many loose and sharp edged stones apparently placed where they will do the most damage possible to a tire tread. They will not cause a puncture or blowout, but they will cause little and big cuts in the tread. Such little cuts do not cause the loss of air, but they make it possible and probable that the fabric will be exposed, and when the tire is submerged in a pool of water the damage has commenced.

In the first place, the water will gradually loosen the fabric. It will separate the tread from the fabric, and will permit sand blisters—the dirt will gradually creep under the tread and expose more of the fabric to the moisture. With the result that in a short time the inch layers of fabric separate and permit a blowout. And a tire that has been permitted to go until this happens is practically worthless.

Heretofore it has been a simple matter to make a good job of repairing a punctured tube, for this does not come in contact with water, but there have been no convenient repair schemes for taking care of a cut casing. One was exhibited at the automobile show, however, which can be operated from the current of a storage battery or from the electric light circuit in the garage. It was a small affair, in fact could be carried in a pocket, and designed to be used for vulcanizing either tubes or casings, and requiring only a few moments to do a permanent job. This is the invention of a Chicago man, well known in motoring circles.

A cut in a casing, for instance, is cleaned with gasoline, rubber is placed in the cut, and the vulcanizer attached.

Then the current from the storage battery is turned on and the job is finished except a short wait while the vulcanizing is going on. In the meantime the motorist prepares another cut, if there is one, and by the time this is ready the first one is ready to release the little instrument

**RUNABOUT
\$440.00**

**TOURING CAR
\$490.00**

**COUPE
\$750.00**

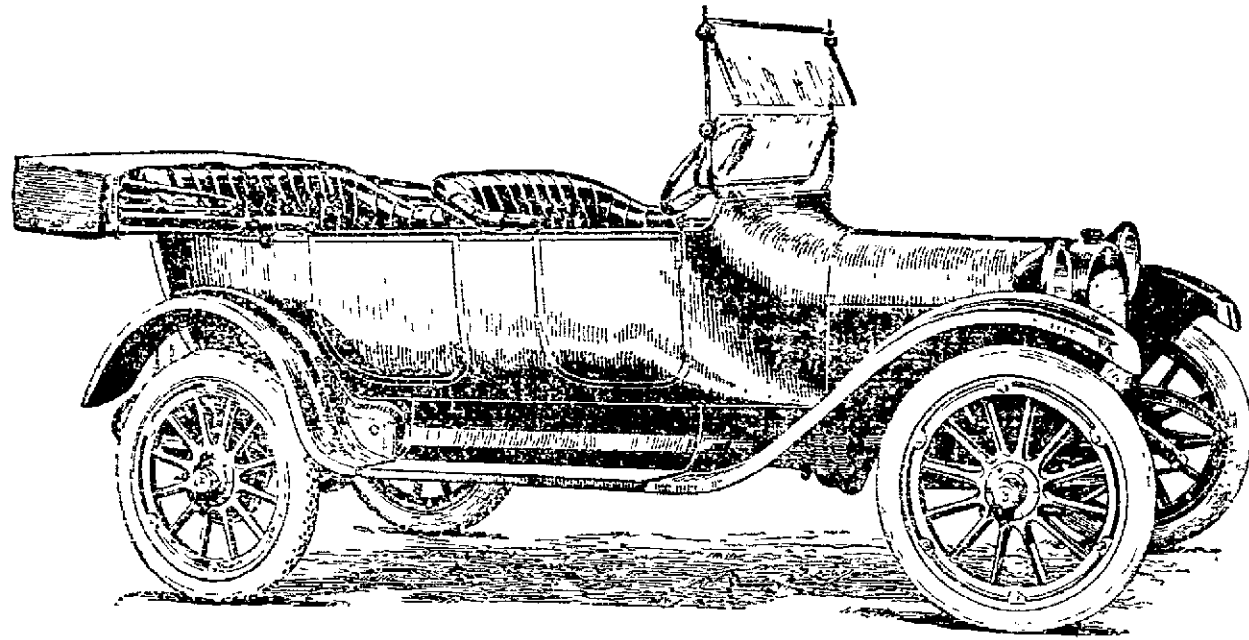
**SEDAN
\$975.00**



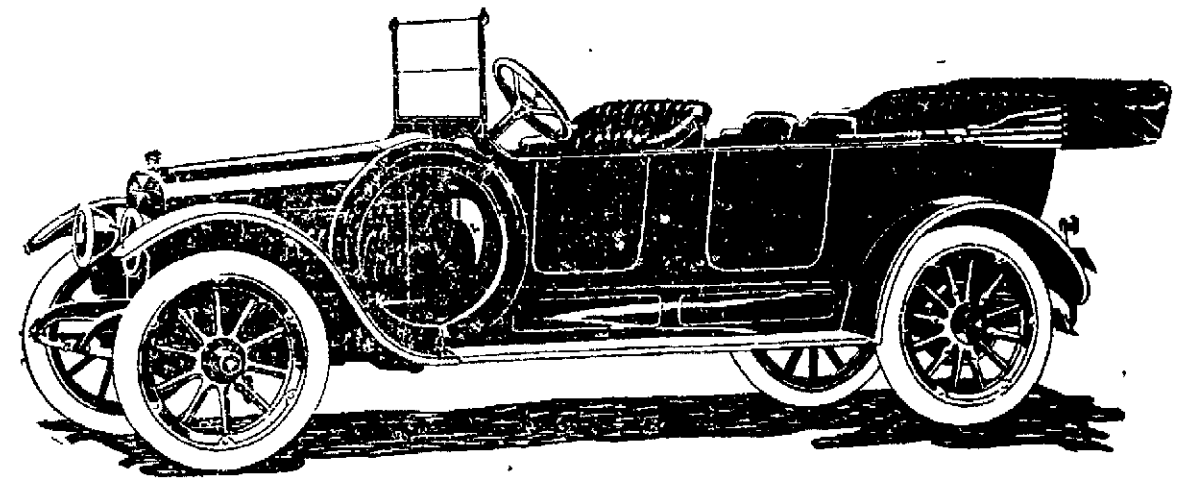
300,000 For The Season 1915

Dodge \$785.00

Hudson \$1550.00



It Speaks For Itself



The Leader of Six'es

A. P. Hess Automobile Co.

BUSINESS IS PICKING UP OVER NATION

**PRACTICALLY ALL COUNTRY
BANKS ARE INCREASING
THEIR BALANCES.**

**FUNDS ARE PLENTIFUL AND
MONEY IS MUCH
EASIER.**

**Jobbers of Farm Machinery in the
Northwest Report That They
Are Much Busier Than at
This Time Last Year.**

Toledo, March 19.—As a strong indication of the upward trend of business conditions in this country, the Willis-Overland company points to the remarkable record in shipments which recently has been made at the big Toledo factory.

On Monday, March 1, the first day following the biggest month so far experienced by the Overland company, 202 cars, valued at \$330,187, were shipped to actual purchasers. This is the largest number of shipments in a single day. Of the total number of cars, eighty-seven, valued at \$128,325, were of the Overland six-cylinder model, for which the demand is steadily increasing.

To carry the one day's shipment of motor cars, 162 large freight cars were required, making a solid train measuring 4742 feet, or almost a full mile in length.

Although February contained only twenty-four actual shipping days, the Overland company's records show a total business exceeding that of last October, which had twenty-seven shipping days, and which was previously the company's record month. The increase in average daily shipments was 26 per cent. Shipments for the month were 31 per cent greater than those of February, 1914, and double those of the same month two years ago.

"This great volume of business reflects the continually increasing prosperity of our entire country," declares John N. Willis, president of The Willis-Overland company. "A renewed expansion in trade, especially in sections of the country which were most affected by the war, is speeding up industrial operations. Funds are plentiful and money is much easier. The continued high prices paid for grain and feed are proof of the welfare of rural communities. Practically all country banks are increasing balances at the big centers."

"On March 3 market reports showed that a farmer could buy an Over-

land model 80 touring car by the sale of 741 bushels of wheat, while on the same date last year he would have had to dispose of 1155 bushels to buy the Overland model 79, which sold for the same price. He could have a car in exchange for 1920 bushels of oats. Last year he would have had to sell 2655 bushels in order to purchase a car selling for the same price.

"Much the same conditions apply to corn and other staple necessities for which the demand continues to be exceedingly strong.

"Bradstreet's Journal points out that during the week ending February 25, wheat exports from the United States and Canada aggregated 7,358,222 bushels, as against 2,947,965 bushels during the same week last year. Corn exports for the same week were 258,832 bushels against 22,750 bushels last year. For the thirty-four weeks ending February 25 corn exports were 16,713,424 bushels against 1,962,352 bushels last year. The increase in wheat exports during the same period was just 100,000,000 bushels.

"I merely quote these figures to point out the improvement in business conditions over those of last year, and to show why the market for medium-priced cars is growing so rapidly. Moreover the conditions will improve as the year grows older.

"Jobbers of farm machinery in the northwest report that they are much busier than at this time last year. Favorable warm weather has facilitated farm work, a largely increased acreage of wheat and oats is likely in the southwest, and in the south more grain is coming into the soil. Demands for seed and implements has enlarged at all markets. In Washington and Oregon, moisture is abundant and winter wheat is in excellent condition.

"While trade is hardly altogether satisfactory in the south, which was hardest hit by the war because of its reliance on the cotton market, conditions are improving. Manufacturers are employing more men and business is better. The majority of the southern cities state that the tone is much better. Southern reports are good as to grain crops.

"These facts show why we look for a still larger volume of Overland sales. Although our business is greater today than ever before, we predict a much larger percentage of growth than that of the past twelve months."

THE ECONOMIC YEAR

(Continued from page 1, Section 2.) Since purchasing power, it must be absolutely accurate. Closely associated with construction is the matter of materials. So in the second place, the really economical car must be built of high-quality materials. The best car in the world will not hold up unless the materials in it are also superior.

The third point suggests the question of weight. I can dismiss the too

heavy car merely by stating that people are not buying such cars anymore. On the other hand, however, they should not run the risk of buying a too light car. In my opinion a too light car is a worse purchase than one that is too heavy. Surely it wears out quicker. Right weight, then, is the answer.

The matter of proper balance and scientific distribution of weight deserves a place among the "big four." The car that is so designed and built as the car that provides better riding comfort for a longer time and holds the road more easily than any other. These, then, are the things that motor car buyers seek, because in these things are embodied true motor car economy.

SUCCESS

(Continued from page 1, Section 2.) and material necessary for all save exceptional cases.

"Through the institution of an intelligent safety-first campaign, and the safe-guarding of all dangerous machinery, Dodge Brothers have cut down accidents to the minimum in their factory. Safety-first signs with the familiar red circle in the center are posted in all sections of the plant, together with occasional pictures of an employee who failed to take ordinary care and lost a finger or thumb thereby. By placing a premium on carelessness, the factory managers have greatly cut down the minor injuries so common a few years back among workers in a big industrial concern."

MORE FORGED PARTS. Spillman Bros agents in this territory for the Buick automobiles, say one of the reasons for the success of the Buick service is that more deep-forged parts are used throughout than in any other car.

All engines, metal, steel drop frames are by far the best in building automobiles. In all the centuries nothing has ever been developed equal to steel drop frames for strength and toughness.

"To get the quantity and variety of drop forgings used in Buick cars, the Buick Motor Co. has purchased 1,000,000 pounds of drop forgings from one thousand to fifteen hundred dollars each. This means that the drop to a plain drop represents a greater value than some companies have used in their entire factory.

In addition to this, the Buick must have a most unusual record of drop forgings used in its cars. It is not even so far as the automobile industry is concerned, and if we turn to the motors used for aviation work we will find that this design of motor has been successfully used by one of the best known French makers.

"Naturally," continued Mr. Spillman, "the first question which will be asked is why the addition of two cylinders will make such a difference in performance as compared with the six. In the Eight there are eight power impulses during each complete cycle of two crankshaft revolutions;

THEY DISPOSED OF MANY CARS DURING YEAR

**SPILLMAN BROTHERS SUCCEEDED
IN AUTO SALES GAME IN
NEWARK.**

**WHILE OTHERS FAIL TO MAKE
GOOD THROUGH LACK OF
QUALITIES**

SELL FORTY MACHINES

**In Little More Than Year They Have
Increased Business On Cadillac
and Buick Models—Are Enthusiastic
Over New Model "Eight."**

During the past year Spillman Brothers, J. G. and John, have built up one of the largest motor car sales agencies in Lackawanna county. Their record to date, on Buick cars alone has reached 40 machines. The Spillman Garage is at the Rear of 53 South Third street.

Through persistent effort, hard work and a thorough knowledge of automobile machinery they have succeeded in selling cars where others have failed. A visit to the Spillman garage will give a clearer insight into the path of their success than any number of printed words.

The Spillman boys sell Cadillac and Buick motor cars exclusively, and their exhibit in the Arcade Annex will show the late models, including the Cadillac "Eight," J. G. Spillman and John as well as more than enthusiastic, this year, over the prospects of the new "Eight."

"Twelve years ago," said Mr. Spillman, to an Advocate reporter, "the first Cadillacs were sold, about two thousand of them. These cars are still in service. How many other cars of half this age do you see in use today?"

"The same principles which make for long life and dependability are dominant characteristics in the Eight cylinder Cadillac of today."

"Although an American eight-cylinder motor comes as a distinct innovation the principle is not new, not even so far as the automobile industry is concerned, and if we turn to the motors used for aviation work we will find that this design of motor has been successfully used by one of the best known French makers."



We Stock GOODYEAR TIRES
**When in Doubt or Trouble
Don't Fail to Call**

The Auditorium Garage
On The Square
**For Prompt Service and Expert Mechanical Work
Newark, Ohio.**

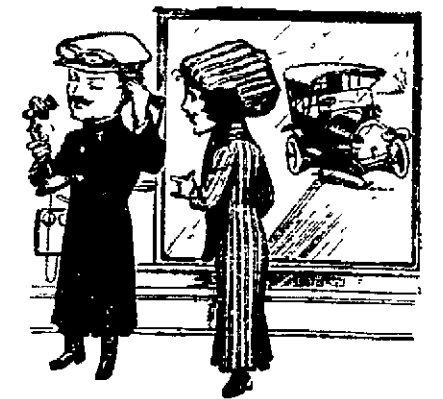
Steer Straight to

The Auditorium Garage

Clyde M. Hare, Prop.

Everything For the Motorist

**Tires, Tubes, Batteries,
Plugs, Oils, Greases,
Sundries**



that is there is a power impulse every quarter-turn of the crankshaft and thus there is no intermission between them, but rather an overlapping so complete that the turning effort is practically constant.

"In the Six there is a power impulse every one-third revolution of the crankshaft, and though there is always a turning effort upon the crankshaft, it has more fluctuation due to the longer interval between the impulses.

"Buick automobiles are sold to business and professional men on a broader basis than merely that of utility," said Mr. Spillman, in speaking of his favorite car. "The Buick Motor Company would be shooting far wide of the mark if it represented that the Buick is the only car that will get its owner to his destination and back. The Buick is not the only automobile that will do that."

"Business and professional men require something more than transportation and we contend that it has something more to sell than simply an efficient vehicle for carrying its owner from place to place."

"In choosing the things he uses, and which are to become a part of himself, the up-to-snuff business man nowadays selects those things which, in addition to performing their primary function, will combine to impart to others a knowledge of the success he has achieved and of the place he has won in the business world. This is a natural human trait. We all desire that our fellows should know of our accomplishments and of the distinction we have won."

"If this were not true—if we were indifferent to the opinion of our fellows—we would not care a homely example, wear Brogans instead of fine shoes. Brogans are cheaper, stronger, and fully as comfortable as

shoes. But we demand something more than utility in our shoes. We want them to serve us in other ways than by merely protecting our feet. And Brogans even with silver eyelets, would fall far short of supplying that "something."

"It is the same way, in much larger measure, with automobiles. The Buick, first of all, is a highly efficient automobile in every way. It serves all the transportation purposes in what we honestly think is a superior way, and in addition, it imparts to its owner that highly desirable distinction that any fine possession gives. It has the proper size, and the proper weight, and the proper beauty to go with it."

"The Buick is the 'happy medium' in automobiles. And there is a happy medium in automobiles, just as there is in clothes. There is a point between the hobo's patches and the gambler's sartorial explosion which is recognized as the happy medium. Same way with automobiles."

"The Buick is neither so small and cheap that your patrons or clients will feel ashamed to be associated with it, even indirectly, nor so greatly overwrought that it is uselessly big and expensive."

"The Buick has just enough weight to make it easy riding and not a bit more. It won't bounce and bob around if the going is a little rough, and at the same time it doesn't require of its owner that he pay for the hauling of a thousand pounds of excess iron and steel over every mile he travels."

"In first cost and in upkeep expense the Buick is sensible and reasonable, and in appearance and in its very mechanical function it yields the utmost that any rational, reasonable user could require."

"It is the 'just-right' motor car."

HOLDS WORLD'S HOUR RECORD

Released by the French government from military service, Jean Chassagne, holder of the world's hour record, and one of the most famous race-drivers of Europe, lost no time entering the next Indianapolis 500-mile race. He will drive an



English Sunbeam, taking the place of Darius Resta, who recently decided to drive a Peugeot in the Hoosier contest instead. Chassagne appeared at Indianapolis last year, but over-turned shortly after the start of the race, escaping with several minor contusions and a severe shaking up of bones.

At long intervals there appears a product, about which the whole truth cannot once be told.

If all of its new and wonderful qualities were set forth, before the public had actually experienced them, the description might not be credited.

When we issued our initial announcement of the Cadillac with its Eight Cylinder V-type Engine, we found ourselves in precisely this position.

The most ordinary statement of its advantages appeared overdrawn.

Our certainty that it would revolutionize motoring amounted to a conviction.

But we dared not tax the credulity of the public by telling the entire story, even though the public has always imposed implicit confidence in Cadillac announcements.

Our one thought was to hold ourselves within bounds—to be temperate—to place a check upon our own enthusiasm.

We told only a part of the truth—and yet we are conscious, now, that some of our statements must have sounded at least a trifle fervid, coming from a company committed to conservatism.

But there is no need now to understate the case, because the public knows.

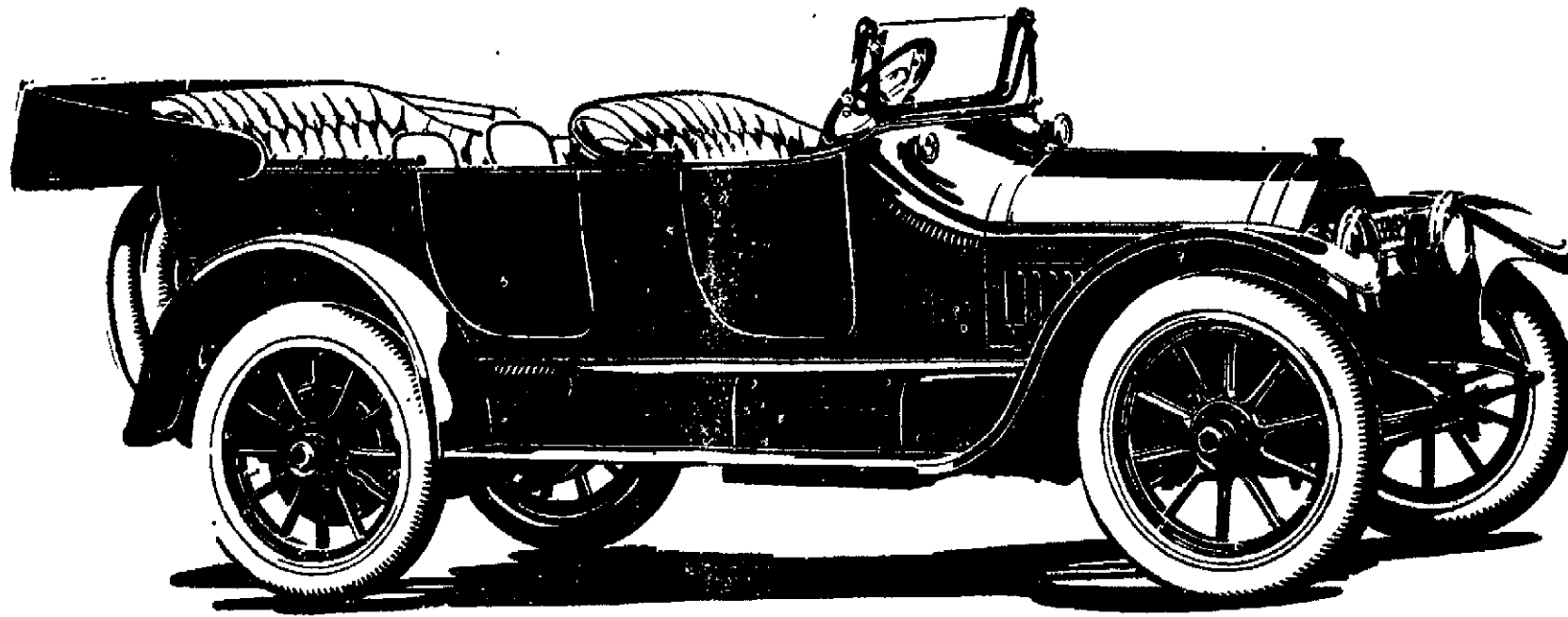
The strongest statements which we made are mild by comparison with those which are echoing from one end of the country to another.

Thus we said in an early announcement, that in the new Cadillac "good roads yield up a velvet quality of travel undreamed of."

We said that "bad roads lose much of their terror, and hills seem almost to flatten out before you."



The Standard of The World



Many a man no doubt made the mental comment that these were strong claims.

But they are as nothing to the assertions which you can and will hear in every city in which the new Cadillac is being driven today.

Again, we said, that the Cadillac Eight Cylinder V-type engine "produced eight impulses in every cycle—overlapping so completely that they melt and merge, one into another."

And, we added, that this power "ebbs and flows so flexibly that the car can be operated almost continuously under throttle control, without change of gears."

Consult your own Cadillac acquaintances, and you will find that this condition of almost continuous throttle control is a commonplace of the Cadillac owner's every-day experience.

We said that "the motor did not seem to be driving the car, but rather to have given it wings"—and the Cadillac owner will express his riding-sensations, today, in even stronger terms than these.

The burden of testimony has passed from us to the finest citizenship of the land.

The uttermost that we might say is being outdone by our friends. The Cadillac car itself, and the owners of the Cadillac have relieved us of the necessity of praising our own product.

We do not believe that anyone, after riding in this car, can resist the charm of such surpassing ease, smoothness, steadiness and flexibility of power.

Our conviction is that the enthusiasm over the Eight Cylinder Cadillac means nothing short of a national conversion.

Buick 4-Cylinder Models

Roadster C-24 Touring Car C25

These two famous Buick models represent the highest type of small car construction. Sturdy, graceful and reliable; with able power, easy to operate, economical in upkeep.

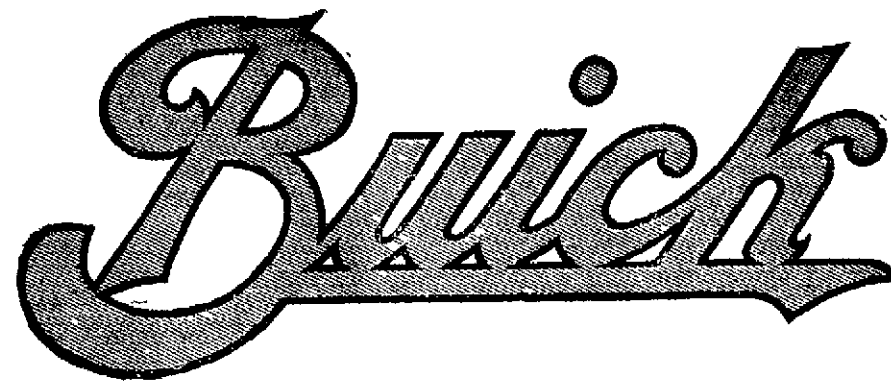
Complete Delco electric starting, lighting and ignition systems, stream line bodies, with highest efficiency.

Full 28 horsepower, 106inch wheel base, Delco starter and lighting—all standard equipment.

Roadster, \$900

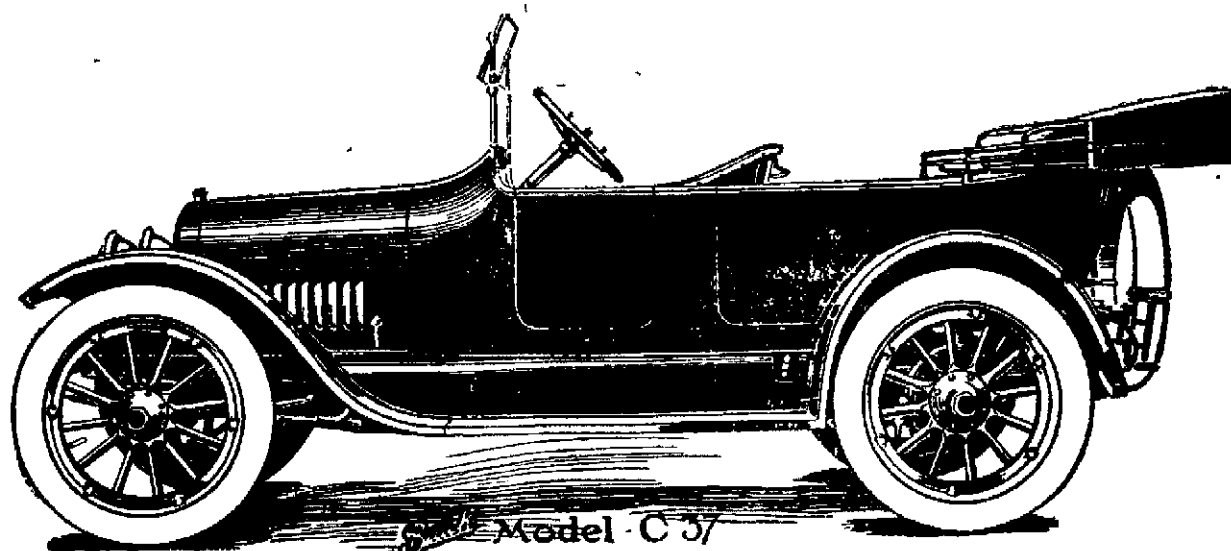
Touring Car, \$950

The world's leading designers agree that the VALVE-IN-HEAD type motor produces 15 to 20 per cent more power. This means not only greater power, but more of it per gallon of fuel.



Every Buick car bears the Buick mark. It's the shop mark of the VALVE-IN-HEAD motor car.

This quality mark is the sign of Buick power and dependability. This mark stands for the best in motor cars. It's our assurance that each Buick so marked will give its owner an uninterrupted use of his car.



Buick 4-Cylinder Models

Roadster C-36 Touring Car C-37

Model C-36—the roadster of advanced design, resembles its last season's predecessor very closely — pronounced by experts the ideal roadster. This season's car has added mechanical features, increasing comfort and efficiency.

Model C-37—is a luxuriously equipped 5-passenger touring car, large and roomy, refined in every detail—powerful car of service and low cost.

Model C-36, \$1,185

Model C-37, \$1,235

15 to 20 per cent guaranteed more power with the OVERHEAD VALVE than any other type of motor with the same cylinder displacement.

SIX CARLOADS OF 1915 BUICK AUTOMOBILES WERE RECEIVED THIS MONTH

SAFETY FIRST

5000 MILES

Come See Them on Display

We Have Prepared for Another Big Automobile Season!

With the advent of the coming season interest will again center, for Newark, in the wonderful BUICK cars. The 1915 line follows closely the famous models of 1914, but show added refinements here and there in beauty of line, convenience of control, increased power and added comfort for both driver and passengers — embodying all that could be desired in a motor car.

Every accepted motor car improvement developed to date is now incorporated in the 1915 BUICK, and these, coupled with the Buick electrically started VALVE-IN-HEAD motor, assure all Buick buyers the maximum of motoring pleasure, and an uninterrupted use of their investment.

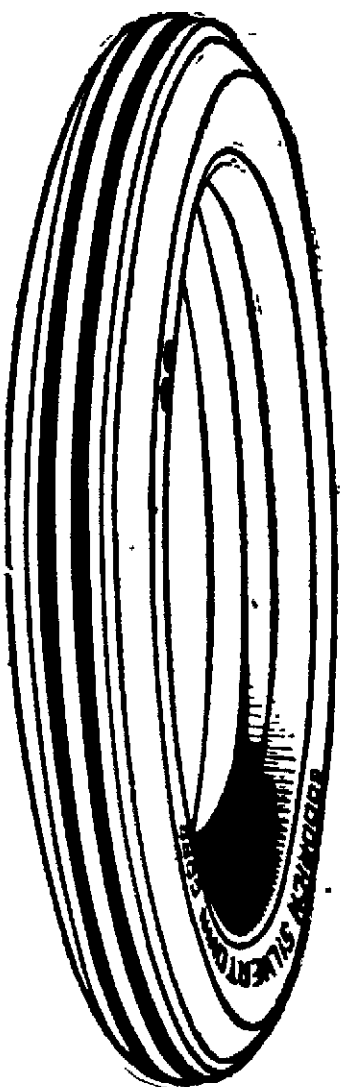
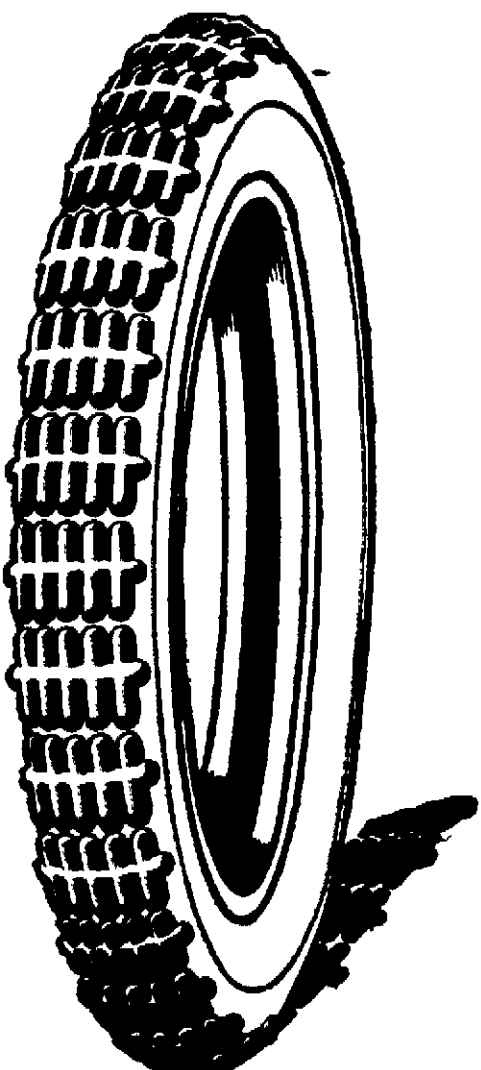
SPILLMAN GARAGE

The Goodrich "Safety." Can Never Skid.

Auto Phone 1682

Rear 53 S. 3rd St.

The Goodrich "Cord"



ENTHUSIASTIC

WORKER FOR EVERYTHING
CONNECTED WITH THE AU-
TOMOBILE INDUSTRY.

Murray Connelly Waxes Warm in
Explaining Good Points About
the Grant.

To see Murray Connelly, president of the Licking County Automobile Dealers' Association, up to his neck in greasy overalls, the casual observer would not credit him with being much of a linguist, but when once started on the qualities of the Grant automobile there is nothing that can stop his enthusiastic recital.

Connelly is a doer of things. He was one of the foremost workers in the organization of the association, and the work he did there was but a sample of the strenuous licks he has put in toward making the Grant car more than a name in Licking county.

The Grant Six, this year's model, and the Grant Roadster, are both well-known on Newark streets, and in the county roads as well where power as well as weight is an essential thing in a machine.

"The Grant Six," said Murray, to an Advocate reporter, "in its specifications, reveal a car of extra value, because they show quality of material and parts, and features that are characteristic of the high-priced sixes. Parts which are subjected to the greatest strain and wear—like the crank and cam shafts, the transmission drive shaft and the rear axle drive shafts—are of special steels, each designed to stand up under the particular work it is to perform. Moreover, the life of these metals is lengthened and they are made tougher and stronger, or harder and longer-wearing, by scientific heat treatments.

"The motor," continued Murray, waxing enthusiastic, "is a block casting, having all the cylinders in one piece. It has a detachable head, with the valve located in the head and completely enclosed. Insuring quiet operation. And having overhead valves and spherical combustion chambers of good size the motor attains the greatest degree of efficiency possible in an internal combustion engine. Because of these two features it develops at least 30 per cent more power than any other type of the same bore and stroke.

"Better yet, it does so with the greatest economy on this score, even exceeding what have been considered good four-cylinder economy records. Perfect alignment of the unit power plant is assured by its suspension according to the three-point practice, so that it is unaffected by the strains and wrenchings which rough roads inflict on the frame of the chassis.

"Because it is the first Six ever built to retail for less than \$1000, the Grant must be sensational. Its value—the size of the car's capacity, its beautiful 'sunbeam' stream-line body, the materials in it, which compares favorably with cars that cost hundreds more; then add its performance and its unparalleled six-cylinder economy and you will surely see why the Grant is destined to be a big success and a permanent one."

At the time Murray Connelly was talking these good points of the Grant, he caressed the car as if it might have been a purring cat, then turning to the Grant Roadster he began all over, for he believes that for the man who wants a sturdy, reliable, fine-looking two-passenger car there is nothing to compare with it.

"The Grant Roadster," declared Murray, "fills its own particular niche in the automobile world. The people who own and run this car, like its easy riding and the comfort that shuts out fatigue, even on the longer trips and journeys. This car has made a reputation for itself and the Grant Motor company."

"It is built of materials and according to designs calculated to fit it to render good service for years. It can be said that the Grant has made for itself a permanent place in the hearts of a discriminating class of motor-car buyers, and has proved its right to the high regard in which it is generally held."

Just then Murray was called to the phone and the reporter made his exit, taking with him, however, a pretty fair idea of what he would do if he had the price to buy the Roadster. Murray Connelly's cars will be exhibited in spaces 17 and 18 in the Second Annual Automobile Show in the Arcade.

Auto Notes

The Cadillac changes this year are not all in the motor, for the chassis is altered considerably also. The wheelbase has been lengthened from 129 to 132 inches, while the drive and control shafts, drive and control shafts, have been changed. The new innovation last season, has been retained.

Considering the Cadillac motor in detail, one is struck with the high speed, high efficiency machine which has been produced almost without precedent or previous experience with this type. The two sets of four cylinders are each block cast and present much the same general appearance as any other block of four. The bore is 4 1/8 inches and the stroke 5 1/8 inches, giving a total piston displacement of 244 cubic inches. The S. A. E. formula, which is really not applicable to this motor, gives it a rating of 31.25 horse-power. On dynamometer tests it has developed 70 horse-power at 2,400 revolutions per minute. The power curve bore with serves to indicate the output at various speeds.

It is a notable fact that the new Cadillac is much lighter than its predecessor.

Studebaker places 30 per cent. of steel scrap in its cylinder castings.

DETROIT

PLANS MAMMOTH AUTOMOBILE
SPEEDWAY TO EQUAL THAT
OF INDIANAPOLIS

Will Be Fastest Racing Course in
The United States. No
Club House.

Detroit, March 20.—John B. Whelan, collector of customs, has been elected president of the Detroit Motor Speedway. S. D. Maddux, a prominent Indianapolis business man has been elected vice president Albert Hardenstine, of Hardenstine Brothers, real estate and insurance brokers, treasurer, and Robert B. Swart, secretary.

The Detroit Motor Speedway is successor to the Detroit Speedway Club, the organization which had planned to build a speedway seven miles below Detroit's center.

The new organization will build a speedway a few miles south of Wyandotte, and on the river, at the corner of the Sibley and King roads and west of the quarries of the Solvay Process Company. The speedway will be 2 1/2 miles of concrete.

The contract has been awarded to W. J. McCarty and Company of Indianapolis, who have already shipped the necessary grading machinery and concrete mixers to this city. This company is under bond of \$50,000 to complete the speedway by August 1st.

Preparatory to starting actual work five surveyors with their men have been put at work securing the topography of the land preparatory to the architects going to work. Just as soon as the plans have been drawn and decided upon labor will begin and this will provide work for about 600 Detroit men and for a great number of teams and wagons.

The new organization plans to build a speedway much on the general outline of the Indianapolis speedway and does not plan to build a club house.

The Detroit speedway will be the fastest racing course in this country, and will be shaped scientifically for speed following many of the plans of the great Brooklands track of London, with numerous improvements.

There will be grandstands to seat 175,000 people. No plans for a club house are being considered. A great race will open the speedway on Labor Day.

The directors of the Detroit Speedway Club who have consented to act as directors of the Detroit Motor Speedway include, besides the officials mentioned, Philip Breitmeyer, ex-mayor of Detroit, C. C. Starkweather, president of the Detroit Automobile Dealers' Association, George Fulwell, proprietor of the Hotel Normandie, J. B. Haggerty, and James Q. Goudie. There have also been elected to the directorate Ralph M. Tate the attorney, and these gentlemen with president Whelan, vice-president Maddux, treasurer Hardenstine, and secretary Swart at present comprise the board of directors, to which will be made a number of additions at early meetings of the organization.

PAIGE CARS SELL FAST THROUGHOUT THE PAST SEASON

Wolfe and Yaus local distributors for the Paige car, has been notified by the Paige-Detroit Motor Car company that the sales of Paige cars in the months of January and February 1915, have increased 61 per cent over the corresponding months of last year. This is the period during which, Paige executives believe, the Paige company established new records for cars sold at automobile shows. During a period of two weeks—at the New York and Chicago shows alone—one million dollars' worth of Paige cars were purchased. At New York a record was made by the sale of fifty-one Paiges and at Chicago one dealer alone sold 263 Paige cars. At other shows in different parts of the country similar results were attained.

While record sales at shows, such as those indicated above, were an important factor in reaching a gain of 61 per cent over last year, this advance in volume of business was due alone to large increase in special sections of the country. The middle West, with the sale of its large crops and consequent abundance of money, has, naturally, been especially active in its demand for cars, yet sales records made at such points as New York, Chicago, Philadelphia, Boston and Los Angeles, indicate that the increased demand is widespread—a condition that is significant not merely because it is proof of national prosperity and widespread business activity.

The Paige record of sales increase for the first two months of the year is likely to be broken as the rush is continuing. The factory has been operating, and will continue to operate, night and day, but the production is still considerably behind the orders for cars. Wolfe and Yaus expect to receive another shipment of Paige touring models the latter part of the month.

Believes Problem Solved.
"With the arrival of the 'jenny,' the used car problem is considerably simplified," says Mr. Yocman, agent for the Kissel-Kar. "Not alone does it mean a new and practically limitless sales field, but a further stimulant of public interest in the automobile generally. Many of the hitherto uninitiated are, by means of the jenny, bound to become motor enthusiasts and swell the total of private owners. This effect is already being felt by Kissel-Kar dealers on the Pacific coast, where the jenny got its start and is now somewhat of an old story."

TRADE BETWEEN CANADA AND U. S. ON THE INCREASE

Detroit, March 20.—Purchases amounting to millions of dollars, by agents of the British and French governments in Canada, have resulted in greatly relieving the financial situation in the Dominion, according to E. P. Clarkson, Canadian district representative for Dodge Brothers. Mr. Clarkson is visiting the factory in Detroit after a tour through part of his territory.

"Canadian business men have more available ready cash right now than they have had for five years past," says Clarkson. "This is all due to the immense influx of foreign cash for purchasing war materials, including everything from food and clothing for the armies to the supplies of ammunition to keep the big guns at work."

The automobile business has been one of the first to benefit by the changed conditions. Not only has there been a big increase in sales of cars to farmers, due to the high prices and big profits on grain, but a healthy impetus has been given the trade all along the line. "One of our big implement makers recently received an order for 1,000,000 shovels from an agent of an European power, and every factory is working overtime on orders of similar magnitude. Much of the ammunition, purchased from the big American makers, is sold to the British government through Canadian brokers, and here, again, a vast sum of cash is involved."

"Although the Canadian buyer has been one of the best customers of the American automobile manufacturer, the trade between the two countries should be greatly increased during the coming year, due to the inability of British makers to furnish cars. I look for a record year in the sales of motor cars throughout the entire country."

BUYS PAIGE CAR.

There are no more expert purchasing agents in the country than our army Quartermasters. It is their business to buy right and to test thoroughly before placing their order. The Paige Co. considers it quite a feather in its cap that one of their cars has just been purchased by Major Timberlake, quartermaster at the U. S. Military Academy at West Point. Announcement of the sale was received by the Newark Paige agents, Wolfe & Yaus.

Holland's Water Line.

The famous "water line" of Holland is really the final line of defense which Holland would make use of should she be invaded.

The "water line" is a line about twenty miles long by seven to eight miles wide. It is flooded by means of special sluices and dikes so constructed that the whole of the line can be covered to a depth of a foot and a half in two days.

In the ordinary way this water is drawn from the Rhine. In a case of great emergency, however, the sluices will also let free the waters of the Zuyder Zee. These waters, however, would only be let loose in the last extremity because, being salt, they would do an immense amount of damage to the land over which they flowed—damage which would take years to repair.—London Globe.

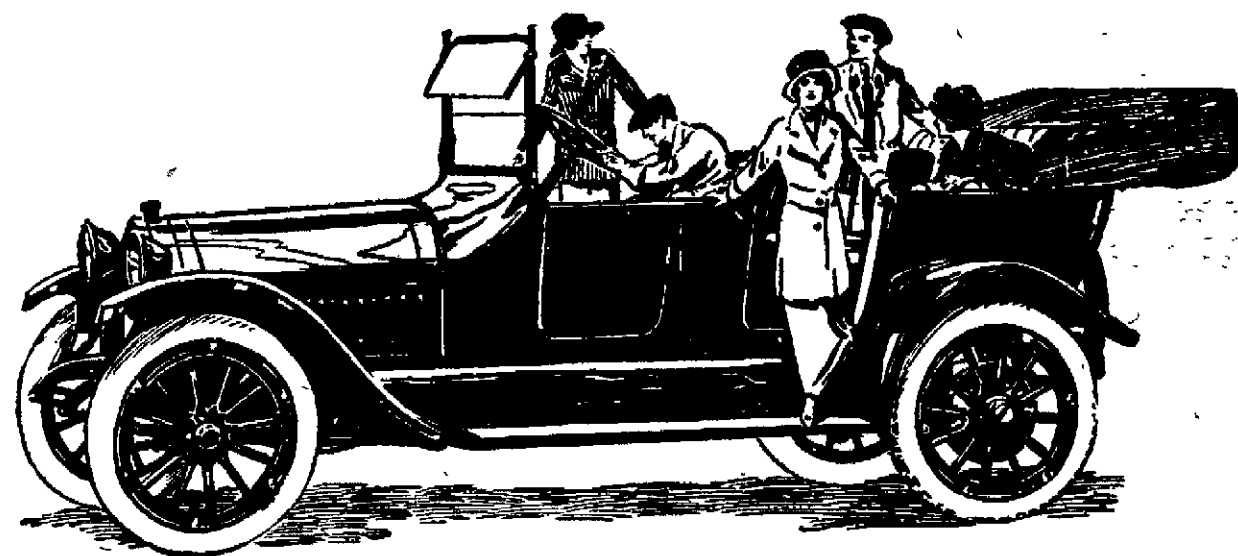
Worcester, Mass., in 12 days of whirlwind campaign, raised \$162,681 for a Boys' Club building, a "factory of good citizenship."

Spaces 1, 2, 3, 4

Studebaker Quality

Point by Point

Perfect balance.
Superior road ability.
Correct wheel base.
All frame and cross members, in fact, all members bearing stresses of tension, compression and torsion—fashioned after the bridge builders' art—with the bridge builders' safety factor.
The most durable hand finished bodies based on more than sixty years of carriage building.
Wood body braces replaced by pressed steel and steel braces.
Wide opening doors with concealed hinges, and concealed locking device.
Running boards clear of all spare equipment.
All running boards of aluminum, the most rigid and durable—and yet the lightest construction possible.



A one man top—no side bows—equipped with adjustable jiffy side curtains.
Crown fenders—beautifully moulded of heavy gauge steel, and delightfully finished with enamel baked in.

Storm tight windshield, built integral with car.
One-piece front axle with extra wide spring seats cast integral.
A true full floating rear axle.

A pressed steel rear axle housing with reinforced webs.
Perfect alignment from motor to rear axle.
Transmission in unit with rear axle, insuring balance, roadability and alignment.
Thirteen adjustable Timken taper roller bearings—two in each wheel, two in the differential and three in the transmission.

Scientific spring suspension.
The best springs made—built in Studebaker shops, by Studebaker secret process. These springs will not sink after a few months of hard usage.
Two radius rods and a channel steel torque arm relieve the springs of all driving strains.

Both brakes are perfectly equalized.
The steering gear is of the worm and worm wheel type—the only type which makes continuous driving a real pleasure.
The cleanest cut, most unencumbered motor in any car.
The most efficient small bore long stroke motor.
Cylinders cast en bloc.
Valve mechanism enclosed in dirt, dust and noise proof compartment.
Positive pump-driven water cooling system.
Entirely automatic lubricating system.
Sight oil feed on dash.

Economic trouble proof two-unit Studebaker-Wagner electric system.
All wires carried in trouble-proof steel conduits.
Magneto eliminated—not necessary with reliable Studebaker-Wagner electrical system.

Pistons scientifically and accurately ground and lapped into cylinders.
Gasoline tank located under cowl—the most accessible position for all purposes—the only logical position for a gasoline tank.

The Schebler carburetor is surrounded by a jacket which is heated by the exhaust the minute the motor starts.

The exhaust manifold is scientifically constructed—tapered out—to prevent back fire and clear the cylinders instantly of all burned gases.

The number of timing gears has been reduced to a minimum.
The cowl dash contains—battery indicator, gasoline gauge, sight oil feed, dash lamp and speedometer.

The exhaust line is direct from manifold to muffler.
The water line is direct from pump to valve seats.
This is the most accessible car ever built.

All parts and workmanship are insured by several thousand inspections and almost 200 inspectors who only inspect completed parts.

S. E. FORSYTHE

Agent Licking County and Southern Knox County
Auditorium Garage
Rear of Auditorium
Auto Phone 1619, Bell Phone, Main 783R

APPERSON---Six---Forty-Five \$1485.00

Also a Seven Passenger Six on a Longer Wheel Base \$1585—Price F. O. B. Kokomo

"We Blaze The Way"

We built the first successful American gasoline automobile.

We built the first double opposed motor.

We built the first side-door motor car.

We built the first car with a float feed carburetor.

We built the first car with electric ignition.

We built the first gasoline motor car engine to win an award in America.

We built the car that won the first American speed contest.

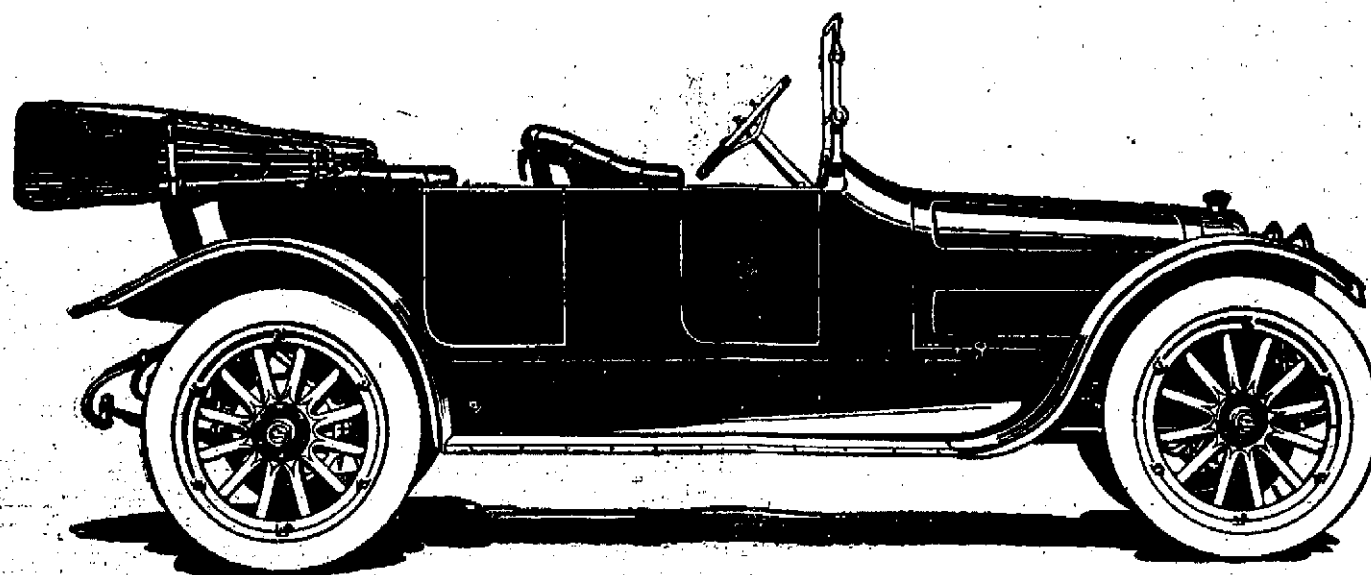
We built the car that made the first 100-mile non-stop run in America.

We built the Car that made the first long overland American tour.

We built the two cars that won first and second in the first Automobile Club of America run.

We built our first four-cylinder car in 1903.

We built our first six-cylinder car in 1907.



We Have The Right-of-Way

Just like the shot on the cover.

We have the right-of-way.

The new Apperson Six has a clear road.

No one is near us.

No one is in front of us.

No one is just back of us.

This car is the first high quality, five-passenger, six cylinder machine to sell under fifteen hundred dollars.

And made by America's pioneer company.

That's the thing for you to remember.

We have been in business for twenty-two years.

To the prospective purchaser this should have a special significance.

This long experience means everything to you.

A PASSION FOR QUALITY.

Elmer and Edgar Apperson have a passion for quality.

It's a life long habit.

And you get the benefit of their mature knowledge—the composite effort of these pioneers—the services of two men who have worked side by side for almost a quarter

of century to give to the world a faultless motor car at the minimum price.

They know, as no other men in this country know—the value of metals

—the value of each particular plan of construction.

—what you may expect of any certain designed car.

They are SURE of everything they do.

They know how to build a motor that will more than satisfy you.

They know how to make the simplest clutch in the world.

They know how to build a sturdy transmission, an accessible rear axle system, a "safety first" steering gear.

They know how to design a beautiful, luxurious body—and how to upholster and finish it.

They know how to do these things because they have been studying — designing — originating — inventing — building — for twenty-two years.

And having this wonderful store of knowledge, they are in a position to build an extraordinary car at a low price.

All the Apperson goodness is in it.

All the Apperson tradition—attention to detail—comfort, harmony and beauty find a place in this model.

The quality is self evident. The beauty is self evident.

The value is self evident.

TREAT YOUR MONEY WITH RESPECT

Do not buy any six cylinder car until you have seen this one.

Convince yourself of the money-saving value represented by this machine.

This car, by every standard of comparison, is entitled to a place in the two thousand dollar class.

It is the only way to judge its value. And we want you to prove it.

Go over it point by point—and do the same with any machine selling as high as two thousand dollars.

This car, at \$1485, will not only "measure up" in every way, but in a good many instances will excel the costlier machines.

And that is what we mean when we say "treat your money

SPECIFICATIONS.

WHEELBASE—122 inches. (Seven-passenger car, 126 inches).

MOTOR—Six cylinders 3 1/2-inch bore and 5 1/2-inch stroke, L-head on bloc.

AXLE (front)—Solid forged I-beam section.

AXLE (rear)—Apperson shaft driven demountable floating type, axles removable.

BRAKES—Service, external contracting; Emergency, internal expanding.

TRANSMISSION—Selective sliding gear, three speeds forward and reverse.

TIRES—34x4-inch.

SPRINGS—Front, semi-elliptic; rear, three-quarters elliptic.

CLUTCH—Famous Apperson compression band, noiseless, and positive.

COOLING—V-shaped radiator and pressed steel fan with water pump circulation.

STEERING GEAR—Worm and Gear type—irreversible.

IGNITION—High tension magneto.

LUBRICATION—Hollow crank shaft, forced feed type.

UPHOLSTERY—Extremely soft Turkish type, specially buffed leather, specially treated springs; curled hair used.

WHEELS—34x4-inch demountable rims.

CARBURETOR—Float feed automatic type, hot water jacketed.

FINISH—Body and gear; Elgar dark blue with black metal parts. All metal parts not black, finished in nickel.

GASOLINE CAPACITY—Fifteen gallons.

STARTING AND LIGHTING—Electric.

CONTROL—Left hand drive, levers in center.

BOOY—(Full stream line five-passenger touring, \$1485). (Seven-passenger body, \$1585).

TWENTY-TWO YEARS OF EXPERIENCE IN THE MANUFACTURE OF MOTOR CARS ENABLE US TO GIVE YOU THESE QUALITY DETAILS IN A \$1485, SIX CYLINDER, FIVE-PASSENGER CAR.

Correct weight.

A heat-treated frame.

A powerful, six cylinder, highly efficient motor.

High-Tension Magneto.

Lower and upper half of crank case are made of aluminum.

A perfect lubricating system.

Economical carburetor, guaranteeing maximum mileage from each gallon of gasoline.

A stream line body of much grace and beauty.

V-shaped radiator.

Tapering hood.

Left-hand drive, center control.

Tire rim on rear.

Rain vision windshield.

Patent band clutch.

Transmission gears cut from manganese steel and hardened.

A very easy-riding car.

An accessible rear axle.

"Safety first" brake.

Most expensive and efficient starting and lighting system.

Dimmer on searchlights.

Finest turkish upholstery.

Brilliant finish.

One-man top.

Switches handy to driver.

Thorough cooling system.

Long flexible springs.

Twelve spokes in each wheel.

Transmission shaft—nickel steel.

with respect." You get full value for it if you buy this Apperson.

Unless you are in the market for a maximum six—like our six-sixty horse-power car—this model will answer every purpose.

WE ELECT YOU A JUDGE

See this model at the first opportunity.

And pass judgment on it.

That's how much faith we have in this model—or any Apperson model for that matter.

It is the fairest way of presenting a product to you in these days when competition is keen, and at a time when automobiles are made to FIT a price.

Apperson cars have been honest, mechanically, for twenty-two years—and they are going to remain that way as long as the name Apperson appears on an automobile.

Apperson quality comes first. Apperson price always is second, and always is consistent with quantity production.

STANDARD EQUIPMENT—One man top with dust cover; quick adjustable curtains; cowl fitting rain vision ventilating wind shield; cowl-dash equipment which includes carburetor adjuster, carburetor flusher, magneto switch; electric light buttons, ammeter and speedometer; demountable rim with an extra rim attached with double tire irons in rear; robe rail; foot rail; two large electric headlights with dimmers; electric tail light with license holder attached; electric starter and generator; electric horn; tools; jack and tire pump.

Specifications Of The New Model 33 Empire

Left side drive, center control.

Five-bow, one-man top with improved holder.

Standard body color—Brewster green, a distinctive finish.

Larger, roomier, streamline, flush side body.

Extra deep luxurious Turkish upholstery.

Automatic curtains operated from inside of car.

Easily cleaned, rubber top boot.

Double headlights—searchlights with bulls eye for city.

Linoleum-covered aluminum-bound running boards.

Latest type enameled crowned fenders with wired edges.

Spark and throttle control on quadrant above steering wheel.

Electric horn-button in center of steering wheel.

Longer ventilated hood with concealed hinges.

Non-skid tires on rear wheels.

Low hung construction with 11-inch clearance.

Concealed door hinges and handles.

Enameled metal moulding on top of doors and body.

Leather kick pad on back of front seat.

Selected high grade genuine leather upholstery.

Entire instrument assembly protected by cowl.

Rigid post, rain vision, ventilating windshields.

Storage battery concealed under mud splashers.

Fifteen gallon gasoline tank (1 1/2 gallons reserve).

Carburetor air adjustment on dash.

Centrifugal oil sight feed on dash.

Dash electric charging indicator.

Electric tail light.

Stewart speedometer.

Twin spare tire carrier rigidly mounted on frame.

Rubber shock bumpers on front and rear axles.

Robe and foot rails.

Tool kit, pump, jack, etc.

Larger motor—four cylinders—37/8x4 1/2—35 h. p.

Longer wheel base—112 inches.

The Motor Surprise of The Year A \$1200 Automobile For \$975

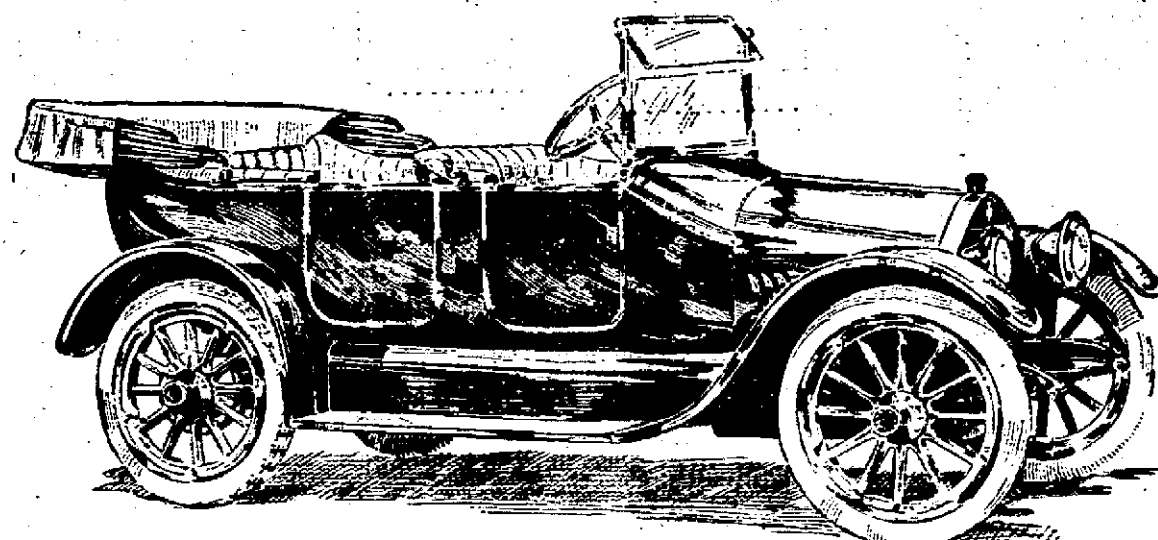
At its foundation this EMPIRE model has the standard EMPIRE chassis—a chassis that has demonstrated its power, sturdiness and reliability so conclusively during the past five years that in this time no change has been made in any basic principle of construction. There have been refinements, but fundamentally the chassis remains unchanged. This, we believe, gives the best proof of the correctness of EMPIRE design, quality of EMPIRE materials, and efficiency of EMPIRE workmanship.

Acknowledged aristocrat of its class, the new

Model 33 EMPIRE stands out as the satisfying, complete, quality car for 1915 season. At \$975.00 the latest EMPIRE conforms in every detail to the latest dictates of motor car design and style, combining as it does, American convenience in electric lighting, starting and complete equipment with European beauty as brought out in roomy streamline, flush side body.

Herewith are described the mechanical details of EMPIRE construction. A study of these will convince you of the honest, intrinsic worth of the EMPIRE.

Model 33---Empire---\$975



GUARANTEE

Every part of every EMPIRE car is guaranteed for "ONE YEAR." The usual practice of manufacturers is to guarantee for but "NINETY DAYS." The fact that the life of the EMPIRE warranty is four times as long as the prevailing custom, gives the best evidence of the EMPIRE Company's faith in its product.

This binding guarantee covers all defects in material and workmanship. Any part which may prove defective will be replaced upon receipt of same at our general office, charges prepaid.

Even the electrical equipment, including storage battery, is warranted for "ONE YEAR." Any service that may be required on these instruments can be secured at any of the Remy service stations throughout the country.

All other equipment is guaranteed by the makers of same.

Some Territory Open for Live Dealers—See Us at the Show

ANDERSON MOTOR SALES CO.

244 North Fourth St., Columbus, O.

Specifications Of The New Model 33 Empire

Weston-Mott full-floating, single bearing rear axle.

Fenders, rounded top, one-piece shell, honey-comb radiator.

Stanweld demountable rims, with one extra rim. Hartford oversize enclosed oil-tight universal joint.

Schebler model R carburetor—1 3/8 inch inlet. Remy silent, efficient electric starting—fully guaranteed.

Remy guaranteed electric lighting system. Willard oversize storage battery.

Armored wiring throughout electric system.

Improved simple efficient disc clutch running in oil.

Detroit transmission, all gears 30% oversize.

Heavier front springs—37 inches long, 7 leaves.

Heavier rear springs—48 inches long, 10 leaves.

Hyatt High Duty bearings in rear axle.

New Departure ball bearings back of driving pinion.

New Departure ball bearings on main transmission shaft.

Heavy nickel steel shafts throughout chassis.

Ten inches main bearing surface on crank shaft.

Weston Mott axles, heavy drop forged.

Warner irreversible steering gear.

Warner 17-inch steering wheel.

Oversize steering knuckles.

Drop forged steering connections.

12-inch brakes, extra large braking surface for car of this size.

12-inch spoke wheels on both front and rear. Larger hubs.

Positive operating brake equalizing system.

Accessible thumb screw adjustment for service brakes.

Pressed steel deep channel frame, dropped ahead of rear axle.

Rigid frame support by heavy cross members.

EFFICIENCY

IS NOW DEMANDED IN ELECTRICAL EQUIPMENT OF NEW AUTO MODELS.

Superiority of High-Tension System Conceded—Batteries Not Efficient.

Long ago, the superiority of the high-tension magneto over the battery, coil and distributor was proven. The resuscitation of the discussion is due to the demand for manufacturing economy only; to the attempt to utilize one source of electrical generation for all demands.

The magneto is an expensive, complicated mechanism, but it demands less attention than the battery, coil and distributor. The battery is bulky, heavy, requires supervision against exhaustion, temperature and fire production through short-circuit sparking. The h. t. magneto requires small attention, except lubrication. While its electrical output at low speeds is less than at high, the deficiencies in power production of the motor itself at low speeds is so unimportant. Even in cranking, the batteries are not superior to magnetos.

A set spark is inefficient under all conditions. At best, it can be no more than a compromise between retardation for cranking and advance for speed.

The automatic advance is preferable. Did all driving conditions conform within certain limits, it would be the perfect system. It affords protection against incompetent drivers, and gives much greater efficiency than a set spark.

To secure greater efficiency, however, the point of ignition in the cycle of operation must be widely variable. It is presupposed that the motor operator is conversant with best driving practice. Therefore, his choice of procedure in overcoming roadway difficulties should not be restricted.

A battery system gives excellent service, but not the highest efficiency of the motor. To prove this, request a professional racer to substitute battery for magneto. His reply will convince you.

His income depends upon securing the greatest efficiency from his motor, irrespective of cost. The ignition of an engine is one of its several indispensable factors. Any element which lessens the efficiency of a prime factor is deleterious.

YEOMAN AND NYE NEW TRADE NAME IN HOME COUNTY

Yeoman & Nye is a new trade name in Licking county, yet they are entering the auto sales field with two of the best cars, for the price, on the market. Mr. Yeoman, however, is well known to automobilists in Newark, having operated a garage for some time just off Elmwood Court.

The Kissel Kar and the Alter Kar have been chosen by Messrs. Yeoman & Nye. According to Mr. Yeoman, a ride in a Kissel Kar is a good tonic. "It is smooth, quiet, vibrationless," said Mr. Yeoman, "climbing hills with the same facility and ease as it spans the asphalt, the effect is delightful and convincing, inspiring the inevitable expression that here is a car never before equalled at anywhere near the price."

"And never lose sight of the fact that these new Kissel Kar models bear the imprint of prestige—won and held by continuous year in and year out success in the production of high grade automobiles."

"In every department of the big Kissel Kar plant, from foundry to final assembly, is found the very latest type of time and cost saving machinery. There is no organization in the country better planned and better operated."

"It is clear that a quality car produced at a minimum cost can be sold for less than a car which must carry the burden of bonded indebtedness, excessive overhead and extravagant management."

"There is no argument there!" And in the Kissel Kar you have a quality car—one with an indelible record covering a period of years.

Wrenches and Wrenches. "Alligator" wrenches should never be used around an automobile. The tube should be rolled flat with steel "S" wrench with the length scientifically proportioned to the size of nut for which it is intended.

A battery system gives excellent service, but not the highest efficiency of the motor. To prove this, request a professional racer to substitute battery for magneto. His reply will convince you.

MANUFACTURERS

EXPERIMENT CONTINUALLY IN EFFORT TO PRODUCE EFFICIENT AUTO PARTS

Silent Drive Is The Main Object In View of Men Now at Work.

The various forms of drives for the camshaft and motor auxiliaries, which are in use at the present time, are the result of experiments and tests which are carried on continually by the automobile manufacturers in an endeavor to secure the most efficient and serviceable mechanism for their product. There are two methods for driving the camshaft and motor auxiliaries in use at the present time. The main objects in view in designing the drives is silent operation, compact arrangement and accessibility of parts.

Of late, the practice has been to use spur gears when the camshaft ran parallel to the crankshaft and the other auxiliaries were driven from the spur gear on the crankshaft. During the last three years the tendency has been toward the use of helical gears on account of their silent operation, but these are being gradually displaced by the silent chain. Some manufacturers in that country are using a cross shaft in front of the motor to drive some of the auxiliaries. This shaft is driven from the crankshaft by helical gears.

The spur gear was the first type used to drive the camshaft and auxiliaries. This type of gear was found very unsatisfactory, and it is now practically obsolete. The helical gear, which displaced the spur gear a number of years ago, is being gradually supplanted by the silent chain for camshaft operation. The main reason that the use of the spur and helical gears has been given up, is that they necessitated the use of gears of very large diametrical pitch. In considering the speed at which these gears revolved, we can see immediately that the result was a very high pitch, live velocity, which produces considerable noise, since it is very difficult to make gears of this type operate silently.

The advantages of chain drives are silent operation, which is obtained even after the chains are worn considerably. On motors which employ gear drives many gears are used to drive the camshaft and auxiliaries. This necessitates the use of a large front gear case. When the chain drive is used only two sprockets are needed, the chain serving as a flexible connection between the two. Again if gears are used, the distance between centers of the respective shafts, change after much usage, which will not permit the teeth to mesh properly, and the result is disturbed valve timing and noisy operation.

In using silent chains, this varia-

tion, due to wear on chains, can be taken up. The use of chains permits the use of many front end drives or combinations. Since most of the chains are enclosed and run in oil, the wear on them is very little as compared to gear drives.

BELIEVES THAT JITNEY BUS IS HERE FOR GOOD

John N. Willys, president of the Willys-Overland Co., whose automobiles are handled in this city by Fred W. Simpson, believes that the "jitney" bus is becoming the future mode of transportation in cities and he does not believe the big electric street railway interests will be able to stem the movement. Mr. Willys, while at his winter home at Pasadena, Cal., has made a study of the jitney bus movement and the reasons for its sudden popularity. "The public in this country," he says, "is just awakening to the possibilities and advantages of motor transportation."

"In London, the electric lines, known over there as trams, are owned and operated by the London County Council. The body is extremely jealous of its abilities and has branched out into numerous paternalistic schemes. As soon as the motor bus became a factor in transportation nine or ten years ago, the council began exerting every effort within its great power to suppress motor buses in the interest of the huge investments in which that body had involved the taxpayers in the construction of electric street railways."

"The public, however, rallied to the defense of the newer and more popular means of transportation and today, notwithstanding the fact that the council's pet street railways are facing certain bankruptcy as a result of motor competition, the people stand by the motor buses and refuse to see them unjustly dealt with."

Mr. Willys believes that the world is just upon the eve of most startling developments along this line.

SERVICE GIVEN THROUGH UNIQUE COUPON SYSTEM

Service efficiency is the business quality to which S. E. Forsythe of the Auditorium garage, attributes his seven years of success in the automobile sales game, for during that time he has built on no firm foundation a big demand for Studebaker cars in Newark.

Just what service means to an automobile buyer is expressed by S. E. Forsythe in a little book of coupons, each coupon good for a certain amount of labor that will be accepted by repairmen in lieu of the currency of the land, provided repairs are necessary.

Few sales agencies have systematized their service to the same extent that Mr. Forsythe has. When he sells a Studebaker automobile he gives to the purchaser this service coupon-book good for 50 hours of labor inside of which is the following agreement:

Mr. owner of Studebaker Automobile, Serial No. Motor No. purchased from of Ohio, the day of 19..... acknowledged receipt of Coupon Book, No. 1069, containing coupons to the value of fifty hours (50 hrs.) labor when presented at any time within twelve months (12 mo.) from date of purchase indicated above or redeemed in cash at the rate of 50c per hour when presented with receipted bill showing labor paid for by owner for repairs on car named herein.

The owner accepts these service coupons in lieu of any other gratuitous service, and it is understood that this is given by in addition to the guaranty given by the manufacturers of the car, and does not in any way change or modify said guaranty.

Accepted (Owner)
by (Manager)

STARTER PULLED CAR. According to a letter received by S. E. Forsythe, agent for Studebaker cars, Henry Kennedy, manager of the Studebaker agency at Sydney, recently had a rabbit-hunting experience, in Australia which tested the efficiency of the Studebaker electric starting device.

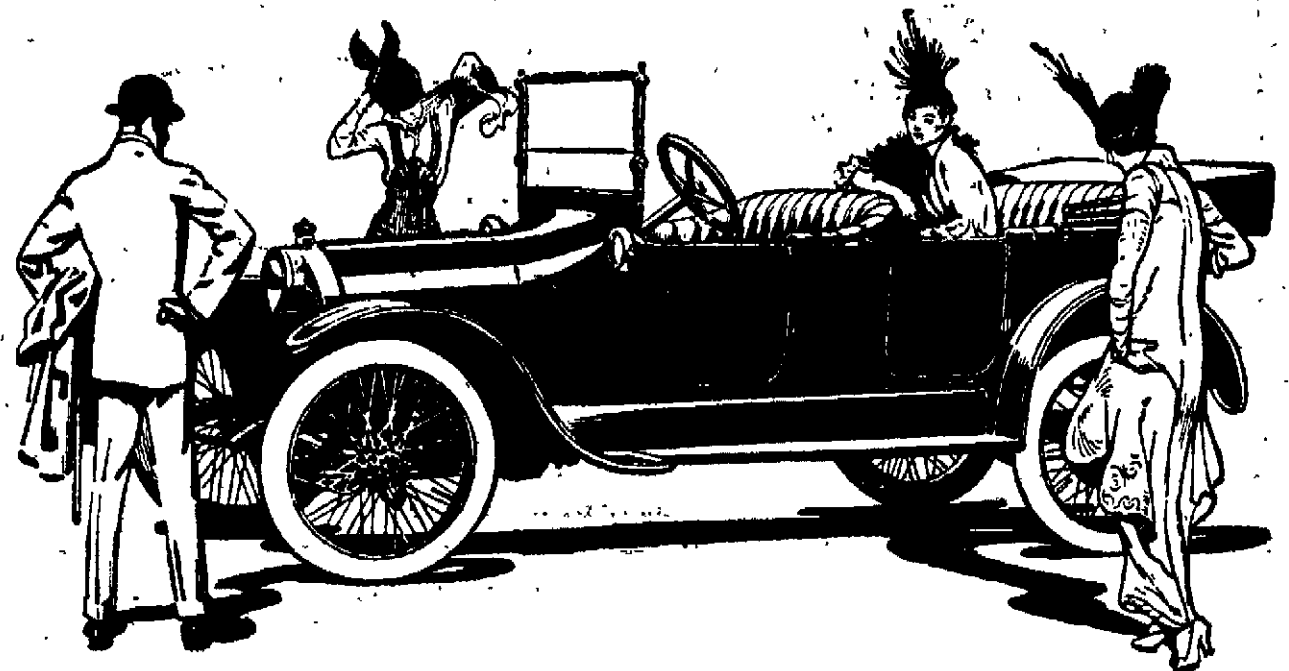
In attempting to ford a hollow during a rain, the carburetor became submerged in water which was going through so swiftly that none of the occupants dared to get out of the car. The water kept rising until the party feared they would be washed away. During a lull in storm, Kennedy put the car into low gear, threw on the self-starter and was able to pull out of the deep hole. The carburetor was then drained and the engine immediately fired evenly, taking the party back to Sydney without further mishap.

SHOW KISSEL MODELS. The automobile show held in connection with the Panama-Pacific Exposition promises to be at least as important to the trade as the national shows at New York and Chicago. Nearly every prominent car is represented and some of the exhibits are unusually complete and attractive. The Kissel-Kar which is represented by the Pacific Kissel-Kar branch, a \$500,000 corporation, has one of the most striking booths in the Transportation building. It features a handsome Kissel-Kar 42-Six chassis and the popular All-Year Car, according to word received by Yeoman & Nye, agents for the Kissel-Kar in Licking county.

Even the people who insist upon a square deal object to being cornered.

Spaces 1, 2, 3, 4.

Briscoe Quality Point by Point



- French chassis.
- French line body designed by Carrousserie Internationale, Paris.
- 107-inch wheel base.
- Sunken center head light.
- Electric lights.
- Silent electric starter.
- Wire wheels (wood optional).
- Full floating rear axles.
- Continental type on front.
- Electric horn button on steering wheel.
- Ajax tires (guaranteed 5000 miles).
- Tire brackets in rear.
- Flush instrument board carrying carburetor adjustment, speedometer, oil gauge, and electric gauge.
- Light weight, 1800 pounds.
- Three point suspension.
- Luxurious upholstery.
- Home comfort seats.
- Left hand drive.
- Chrome vanadium steel.
- One-man mohair top and boot.
- Parisian curtains.
- Clear vision windshield.
- Gasoline tank under cowl.
- Moulded fenders.
- Paint—highest quality Brewster green.
- Extra long, new alloy steel springs.
- Leather-faced cone clutch.
- Safety first brakes.
- High tension magneto.
- All bearings bronze lined with babbit (not found in other cars under \$2,000)
- Motor block L-head type.
- Long stroke high speed motor.
- Cylinders 3 1-5x5 1-8.
- Transmission unit with motor.
- Perfectly balanced chassis.
- Speedometer on transmission shaft.

With graceful, substantial lines, sumptuous appointments, smart appearance and style, simplicity of mechanism, ample power, instant responsiveness to control, adapted to varied and severe service, the "Briscoe" has aptly been pronounced the liveliest and snappiest car of the year.

THE BRISCOE MEANS OPPORTUNITY—It will enlarge your horizon, lengthen your radius, double your facilities, make the wide world your neighbor, multiply your possibilities, increase your scope of activities, put you next door to nature, to a new joy of living, to better digestion and lengthen days—at but a trifling expense.

S. E. Forsythe

Agent Licking County and Southern Knox County
Auditorium Garage--Rear Auditorium

Auto Phone 1619
Bell Phone 783R

Storage Livery Washing

TODD'S AUTO INN

CIRCLEVILLE, OHIO
Tourist Headquarters.

East Franklin Street, one-half square from Courthouse.

General Automobile Repairing
Accessories and Supplies

Electric Starter and Battery Troubles.

I have the equipment for doing your work promptly and my rates are satisfactory.

Metz "25"

The Quality Car

\$600 Touring Model, Equipped Complete, Including Electric Starter and Electric Lights

Buy a car—you can afford it.

Drive it yourself, you will enjoy it.

Give your family an all-year-round treat—the delights and benefits of luxurious motoring.

And to enjoy the sport at its best, get a **good car—we suggest, and recommend, the new METZ Touring Model** shown above.

A car of extraordinary feature and value, economical in up-keep, wonderfully simple in operation, elaborately equipped, Gray & Davis electric starter and electric lights, plate glass rain-vision wind shield, stream line body, instant one-man top, 32-inch wire wheels, 3½-inch Goodrich tires, Bosch magneto, Hyatt roller bearings, speedometer, signal horn, gasoline gauge, etc.

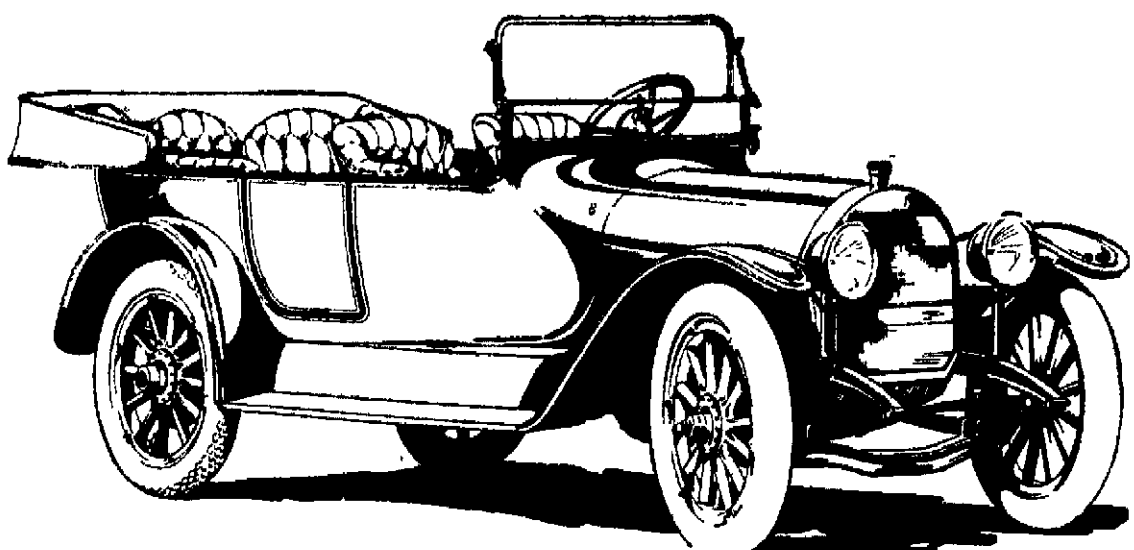
Call and let us demonstrate this car

Wolfe & Yaus

59 Hudson Avenue

Agents Licking Co.

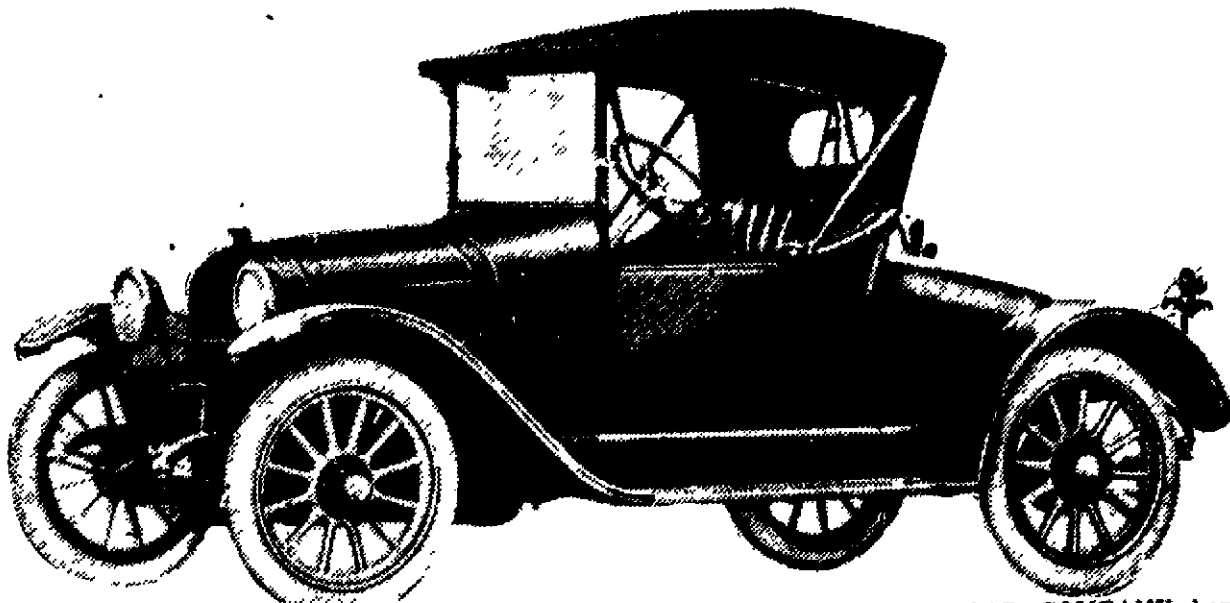
THE KISSEL KAR



For those who favor the regular standard touring body, this model with its large, roomy compartment and wide, comfortable seats, answers the purpose admirably. The Kessel Kar four-door touring car fully meets the prevailing demand for automobiles of lighter weight without sacrificing the things that contribute to strength and balance—the essentials that mean years of wear and slow depreciation. This car may be had in either the two or four-door models.

Spaces 5 and 6 —In— The Arcade Annex

THE ALTER CAR



For a great many months the men at the head of the ALTER MOTOR CAR COMPANY have worked and planned on building a car that was light in every detail always having uppermost in their mind, first QUALITY and second PRICE; knowing from years of experience the tremendous market for a low-priced car and realizing at all times that purchasers of low-priced cars are as particular about the quality of the material used in the making of the car as are the people who pay much more.

Specifications For Kessel Kar Model 36

Motor—4 cylinders, cast en bloc.
Motor Bore and Stroke—4 1/2 x 5 1/2.
Carburetor—Stromberg automatic float feed type of exclusive Kessel design.
Fuel Feed—Stewart-Wainer vacuum gravity system.
Cooling System—Water cooled—positive circulation unit with centrifugal pump. Special Mayo Mercedes honeycomb type of radiator, with belt driven fan.
Lubrication—Splash with an adjustable oil level, supplied from self-contained oil reservoir in lower part of oil basin. Positively driven pump forcing oil through tubes to each section of the crank case. Oil driven back from pistons to prevent carbonizing.
Control—Center, with hand throttle and foot accelerator. Long levers within easy reach of driver.
Drive—Left.
Clutch—Large cone leather faced with adjustable spring inserts, allowing gradual engagement.
Transmission—Three speeds forward and reverse. Bell housing attached direct to motor, enclosing clutch.
Brakes Internal and External—Two foot brakes equalized. Contracting on rear wheel drums 14 inches in diameter by 5 inch face. Emergency brakes are internal expanding, acting on same drums by hand lever.
Differential—Of large size and made of chrome vanadium steel. Mounted on taper roller bearings.
Bearings—Taper roller bearings throughout, except transmission, which has F & S. annular ball bearings.
Steering—Kessel electric system operated by foot plunger.
Lighting and Ignition—Westinghouse.
Gasoline—Supply tank in the rear, holding eighteen gallons.
Oil—Capacity about two gallons.
Water—Capacity about five and one-half gallons.
Spring—Front semi-elliptic, 2 inches wide, rear, three-quarters elliptic, 2 1/4 inches wide. Guaranteed against center breakage.
Wheel Bearings—Taper roller.
Rims—Demountable.
Frame—Extra heavy channel section pressed steel, narrowed in front for turning and maximum spring clearance.
Wheel Base—121 inches.
Size of Tires—24 x 4 inches.
Lamps—Soland head and tail lamps—dimming attachment to headlights.
Color—Kessel blue.
Equipment Complete—"One-man" top; quick adjustable side curtains, two-piece rain vision ventilated glass front, Stewart speedometer, electric indicator; electric lights over instruments, lock on ignition; tire irons; electric horn, jack, kit of tools; foot rail; robe rail and tire repair outfit.

Specifications For The Alter Car

Axle (Front)—One-piece I-beam made from forgings of high-grade, special alloy steel—heat-treated.
(Rear)—Fried hub, semi-floating.
Brakes—Two sets, acting on rear wheel drums.
Cam Shaft—Drop-forged from special alloy steel.
Carburetor—Float-feed automatic type.
Chassis—The frame of the chassis is made full width of the body, allowing the springs to come directly under the frame and spring fasteners very close to rear hubs, making minimum strain on differential housing.
Clutch—Single disc clutch with two rubberbestos friction discs, between which is a steel disc.
Color—Brewster green, black enamel with nickel trimmings.
Control Lever—In the center at the driver's right hand.
Cooling System—Water cooled. Thermo-siphon.
Crank Shaft—Drop-forged from special alloy steel, heat-treated.
Dash—All instruments are on the dash of the car within easy reach of the driver.
Doors—Upholstered.
Drive—Direct shaft drive. Single universal joints.
Fly Wheel—16-inch five plates running on angular ball bearings.
Fenders—Crown fenders of the very best design.
Fit Wheel—Made from extra good quality of material.
Foot Accelerator—A foot accelerator is part of the regular equipment.
Frame—Special alloy steel is used in our frames, assuring great strength.
Gasoline Tank—Under the cowl of the car. Capacity 12 gallons.
Gears (Transmission)—6-8 pitch 5/8 in. face (Rear Axle).
Is made very strong for a car of this class. All gears are made from nickel alloy steel.
Ignition—Belt type with four pistons. Differential case runs on roller bearings.
Gear Ratio—4 to 1 on high.
Ignition—Magnet when starter is not used. When starter is used we use the single unit system.
Lamps—Electric headlights are equipped with dimmer switch.
Lubrication—Combination positive feed and constant level splash system.
Motor—Very accessible. 27-h p. 3 1/2 in bore by 4 1/2 in stroke cast in pairs. Valves can be removed through valve plug opening in cylinder head.
(Valves)—Are interchangeable. Clear opening 1 1/2 in. with a 7-32 in. lift, they have cast iron heads with steel stems.
The Oiling System is of combination force-feed and splash type.
Priming Device—Special priming device for carburetor attached to dash of car.
Rear Clearance—Ten inches.
Spring—Front, semi-elliptic, 35 in. long, 1 1/2 in. wide. Rear, three-quarter scroll elliptic 14 in. long, 1 1/2 in. wide, double heat treated.
Starting Device—The single unit system is used in connection with our starting device.
Steering Gear—Irreversible worm and worm wheel type. Steering wheel 16 in. in diameter.
Tires—24 x 5/8 plain chinch.
Top—One-man top.
Transmission—Selective, three speeds forward and reverse. 6-8 pitch, 5/8 in. face.
Treads—Standard 56 in.
Turning Radius—About 20 feet.
Weight—1950 pounds with standard road equipment.
Windshield—Extra large, clear-vision ventilating.
Wheel Base—106 inches.
Regular Equipment—Horn, windshield, speedometer, top and envelope, curtains, gas generator, gas lamps, oil tail lamp, and tools.
PRICE COMPLETE, \$600.00
Electric Starting, Lighting and Ignition System, NET EXTRA, \$85.00.

Auto Phone 3372

Yoeman & Nye

Agents For Licking County

Cor. 4th and Church Sts.

Auto Helps

A Starting Hint.

Place a hot stove lid up against the intake manifold and in five minutes the engine will think it is summer and start easily.

Simple Lock Washer.

A square washer with one corner bent upward to keep the nut from turning, and one corner bent down to keep the washer from turning, will often do good service.

Impossible Starting.

It is well to remember that a few drops of water frozen in the bottom of the float chamber will stop the feed outlet and render starting impossible.

Small Tire Cuts.

A very small cut that extends to the fabric will often result in a big sand blister that will strip the tread from the fabric for many square inches.

Rim Sticking.

Tires should not be allowed to stick to the rims. A certain amount of slip and give will enable you to get much more mileage than when the tires are stuck fast to the rim.

Uneven Brakes.

Oil working out of the axle bushing onto one of the brake bulbs will cause uneven brake application, which may result in dangerous skidding at unexpected places.

A Convenience.

A piece of canvas eighteen inches square is a good "carry-along." It saves the knees when you have to get down with (out) a prayer on your lips to reach some inaccessible part. It will keep the jack from slipping on ice, snow or wet surfaces. It will keep the inner tube from getting in the mud or dust when inserting one along the road. It will answer to strain gasoline. Keep the tools from rattling, for protection in handling hot parts, and will make an inside blow-out patch that will do very well.

Sticking Pedals.

May cause you to run into some obstacle and injure things. A small piece of rubber fastened to the underside of the foot boards where it will act as a bumper for the pedal will remedy the trouble.

A Convenience.

A stiff piece of leather board of proper size having loops of elastic web makes a handy tool holder to slip into the pocket on the door.

Tension Rod Breakage.

Tension rods usually break where the threads have weakened the rod by cutting down the working diameter. The rods should be made larger at the threaded ends to allow for this weakening.

More Tube Lubricant.

The inner tube should never stick to the inside of the casing. If it does

so it means that not enough lubricant has been used. Lubricant is far cheaper than good inner tubes.

Hard Grease—Too Hard.

The grease in the differential case may be rendered too hard by cold weather so that it accumulates on the walls of the case and does not lubricate the gears as they should be.

Headlight Glare.

A simple method of avoiding the objectionable glare is to direct the light downward by bending the lamp supports so that the principal rays will strike the roadway about fifty feet ahead of the car.

"Don'ts" for Drivers.

Don't drive a car until you are old enough to have good ordinary "horse" sense. Don't look around when your hat blows off. Don't try to kiss the lady in the seat beside you. Don't go to sleep while driving. Don't trust one hand to do the guiding. Don't try to make up lost time by speeding down hill. Don't run at night without lamps. Don't delay putting on the chains when the roads get greasy. Don't forget to "Stop, Look and Listen" before crossing a trolley track.

The Weight on Tires.

It is generally supposed that the greater portion of the weight of a car is carried on the rear wheels. This is only true when there is a full load in the back seat. Usually the front wheels carry one-eighth more weight than the rear.

A Mistake Concerning Power.

It is a mistake to increase the power of an engine beyond the amount for which it was designed, no matter what means may be used. By so doing there is placed upon the working parts of both engine and chassis an excessive strain that may injure the whole car.

Battery Connections.

Good and permanent electric connections of storage batteries depend largely upon the care used in wrapping the terminals near the battery well with tape. If they are exposed to the corroding action of battery fluid you must expect trouble.

Popping Carburetor.

While too lean a mixture is the usual cause of "popping back," it must not be forgotten that any defect in the intake manifold, either original or acquired, may cause only one cylinder to get a too lean mixture, and cause popping back when the average mixture is right.

Pitted Points.

While the contact points of the coils on the Ford car are of more than usual endurance, they will pit after long use and require smoothing with a fine file to restore even running of the motor. The small brass screws that hold the steel

spring should be removed carefully, and no adjustment of the spring is ever needed.

General Points.

Too much poor mineral lubricating oil will interfere with current delivery to the battery. A generator should not be tested with a six-volt battery current. It may burn out. The ordinary "monkey-wrench" mechanic should not attempt to repair a magneto or generator.

Dry Cell Exhaustion.

The slightest escape of current will quickly run down a dry cell. Moisture in the paper covers, occasional touching of metal to the zinc binding post, incomplete opening of the switch, and too much testing with an electric meter, are all prolific sources of no current.

Emphatic Tire Points.

The more air a tire contains the less it will heat up in service. Over-inflation causes injurious vibration of the whole car. Under-inflation hastens breakdown, but gives easy riding. Heavy cars wear the treads down rapidly, light cars the sides. Drive wheels wear the tires one-fifth faster than front tires. There is no certain mileage in any tire. It's the driver's cars that count.

Casing Repairs.

Time is one of the essential factors in doing a good repair job on a tire casing. Several vulcanizations, one over the other, will make a better wearing patch, allowing plenty of time between them. Common gasoline now contains some grease, and a higher grade should be used for cleaning the rubber. The casing should be left on the demountable rim and fully pumped up when vulcanized.

Storage Battery Liquid.

In order to secure uniformity of solution the water and acid should be well mixed before pouring it into the battery cells. In mixing, the water should be placed in a porcelain or enamel ware dish and the acid added slowly, stirring continuously with a clean wood paddle. Mixing causes the mixture to become quite warm, and the solution should not be placed in the cells until it has cooled down somewhat. The specific gravity should be 1.250, which means that about one-third of the solution is composed of pure sulphuric acid, the balance of clean, soft water, preferably distilled.

Attention to Ball Bearings.

Few persons ever think of the ball bearings until some mechanic calls their attention to the injury done by breakage. At least once in six months ball bearings should be inspected, the rough or worn balls replaced with perfect ones, and the ball run filled with graphite grease.

Battery Ignition.

Magnetos give a good spark when the engine is running fast, but for a hot spark when the engine is being turned over to start it the battery delivered spark is usually the better.

It gives even better sparks on slow than high speed, owing to better condenser action.

Wire For Connections.

The vibrations of an automobile make it necessary that wire used for electric connections should be composed of a number of fine flexible strands and this cable be covered with moisture proof insulation. Special wire for this purpose is furnished by the trade, but for emergency work the ordinary double electric light extension cable will do very well.

Escape of Current.

Frequently there will be a "cross" in the high-tension line that will not be observable without removing the hood, when the engine is running in the dark.

"Pounding."

If "pounding" is regular and continuous it is likely to be from lost motion in bearings. If irregular and occasional, it is more likely to be due to pre-ignition from incandescent carbon, or from imperfect electrical connections. If it is accompanied with an occasional miss, especially if the missing is more frequent when the car is running idle, it is more apt to be imperfect electric connections.

Thick Cement.

When rubber cement has stood exposed to the air for ever a short time it becomes too thick to give best results. But great care should be used in thinning it as the common gasoline contains some oil and is suitable. High test gasoline or bisulphide of carbon should be used as a thinner.

Throw the Light Down.

The only light that is useful in automobile driving at night is that which is thrown on the roadway. This effect may be obtained by painting the lower segment of the conical

reflector and letting the rays that strike the upper part and are directed downward do all the lighting.

Proper Care of Inner Tubes.

Gasoline contains some oil and is not soft cloth between the layers, a strip of cotton flannel rolled up with the tube is good. The roll should then be placed in a thick cloth bag with the stem protruding, and the mouth of the bag be tied around the stem. It is a good plan to put talcum powder in the bag.

Welding Steering Rods.

The old-fashioned forge weld by an expert at the anvil makes the most trusty repair for a broken steering rod.

SCHOOL FOR MECHANICS.

At the semi-annual distribution of prizes at the Cadillac school of applied mechanics, maintained at Detroit by the Cadillac Motor Car Co., Supervisor M. B. Hughes stated that the wages of the graduates grade considerably higher than those of the average mechanic. Mr. Hughes had compiled from 125 graduates, which shows that the pay of graduates, who are in their sixth year of practical work averages \$27.71 per week.

Close to \$400 was distributed among the students for regular attendance and meritorious class work. The Cadillac school was instituted several years ago by H. M. Leland, president of the Cadillac company, with the idea of giving practical mechanical training to young men. Its graduates are fitted to do the work of first-class mechanics, having been thoroughly drilled in both practice and theory of mechanical construction as applied to the motor car. The school is provided by the Cadillac Motor Car company for the benefit of the community, the industry and the country as a whole, being conducted without any idea of individual profit or advantage.

TIRES WEAR WELL ON TRIP FROM CHICAGO TO GULF

According to S. S. Anderson of the Anderson Auto Sales Co., agent for the Empire automobile, the Empire pathfinder car that blazed the way for the Chicago-to-Florida highway was equipped with Goodyear tires, and made the trip without a single puncture. H. M. McDermid of Indianapolis was the driver.

Upon reaching St. Petersburg, Fla., Mr. McDermid stopped at Ramm's Garage. While there he wrote the following interesting letter to his friend, Mr. Hays, of the Goodyear Indianapolis branch:

Dear Tom.—I am enclosing a clipping from the St. Petersburg Times telling of the wonderful record I made with my Empire car from Chicago to St. Petersburg, Fla.

You notice it says I never even had a puncture nor made an adjustment on my car on the entire trip. That is absolutely true. I never even had a puncture and I used Goodyear tires.

These tires are the regular equipment we use on all Empire cars and that only goes to show that we want only the best that can be had.

I showed the tires to Mr. Ramm who runs this garage, and he was astonished at the condition of them. Not one tire shows any wear whatever, the rough treads on the rear no, even being worn down smooth at the centers.

I waded through several hundred miles of Tennessee and Georgia clay mud, climbed the Cumberland mountains, crossed the deep sands of Florida and pulled off stunts that would have torn an inferior tire to pieces.

I am glad to see that you are getting along nicely, but that is nothing to be wondered at, for when a good

salesman and a good article get together something must happen.

Wishing you all the luck in the world and a Merry Christmas, I beg to remain, Yours sincerely,

H. M. McDERMID.

St. Petersburg, Fla.
The idea of the automobile trip originated with the Chicago Auto Club a year or so ago. The Chicago motorists conceived the idea of having a road suitable for automobiles all the way from Chicago to the winter resorts of Florida. They knew that such a road would become a national highway, used by thousands.

The plan grew in popularity and eventually W. S. Gilbreath, secretary of the Hoosier Motor Club of Indianapolis, fired the opening gun in the campaign. At an automobile club meeting in Atlanta he sprung the proposition of a highway from Florida north and connecting with the Lincoln Highway at South Bend, Ind. Other clubs along the route became interested, and now there is a state-wide movement in the states traversed. The trip of the pathfinder car driven by Mr. McDermid was under the auspices of the Hoosier Motor Club.

NO MORE PRICE-CUTTING.

The tire price-cutting war is over. Retailers everywhere are expressing satisfaction over new conditions in the tire business. Motorists are finding that the elimination of the padded price list has put their tire buying on a saner, and at the same time, a lower basis.

Manufacturers of the standard makes have fallen in line with the policy launched by the B. F. Goodrich company recently, and most of them are announcing standardization of prices.

A canvass of dealers in all parts of the country shows them to be universally and emphatically in accord with the move of the Goodrich and other prominent companies.

Chance shapes our destiny, and some of us have mighty poor shapes.

ATTEND

The Second Annual Automobile Show

Given Under The Auspices of

The Licking County Automobile Dealers Association

The Week of March 22-27, 1915

In The Newark Arcade and Arcade Annex

Hupmobile Car of The American Family

SPACES 13, 14, 15 ARCADE

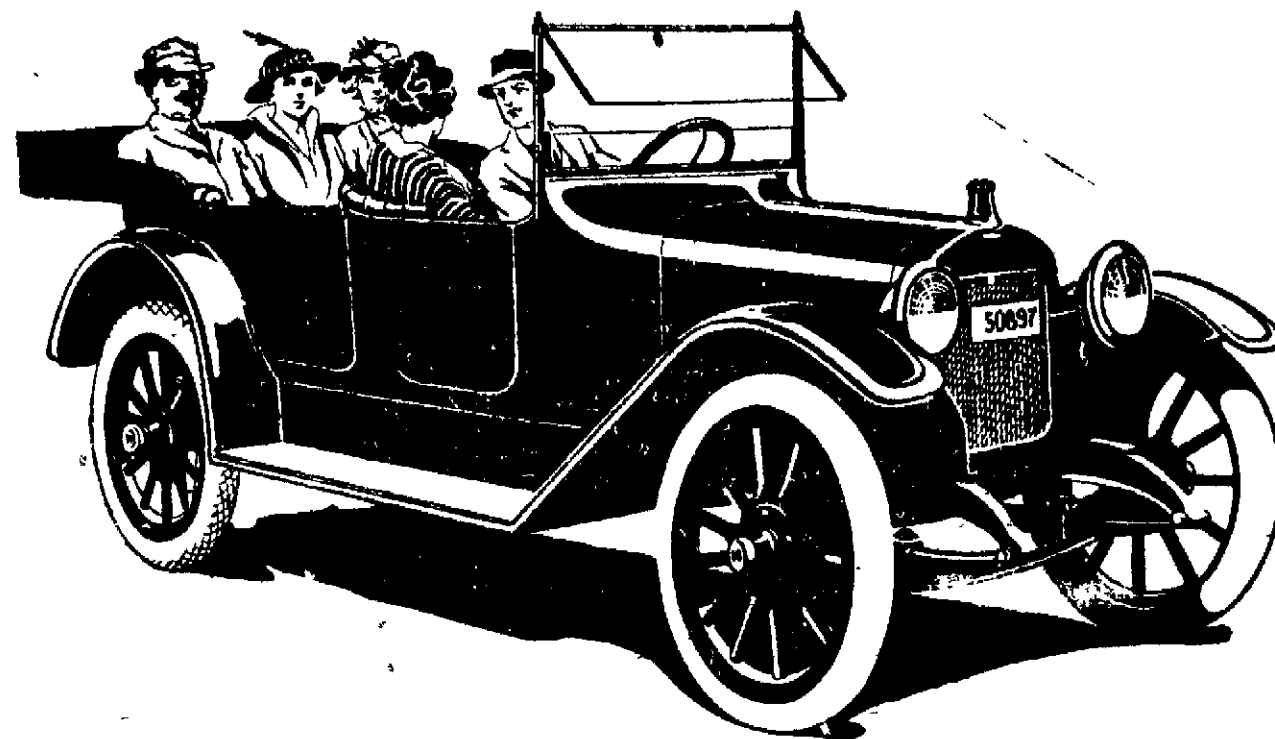


People Who Know The Hup Best Are the Best Hupmobile Salesmen

Ask every Hupp owner.
The Woman who drives the Hupp.
Any Garageman about the Hupp.
Get the Engineer's opinion on the Hupp.
The Hupmobile farmer—
Any Hupmobile dealer will tell you—

Why They Believe the Hupmobile is the Best Car of Its Class in the World

Generally speaking, nearly all automobile owners are more or less pleased with their purchases.
It is the degree in which they are satisfied—the extent of their enthusiasm—that establishes the standing of the cars.
In that respect the Hupmobile presents a unit of loyalty from Coast to Coast.
Because Hupmobiles have always been good cars.
And because the principle upon which the Hupmobile is built has never been changed.
That principle is to build for those who want not just an average car, but a car above the average—yet at a reasonable first cost, and with that real economy which makes it easy to own.
The Hupmobile has steadily, consistently, unfalteringly catered to that class from the first day of its existence.
It has won and held that field. And holds it today with a certainty enjoyed by no other car in America.



Hupmobile 32 Touring Car \$950.00 Electric Starting and Lighting \$1050.00

And that approval is deepened and intensified by the distinguished good looks of the 1915 Hupmobile.

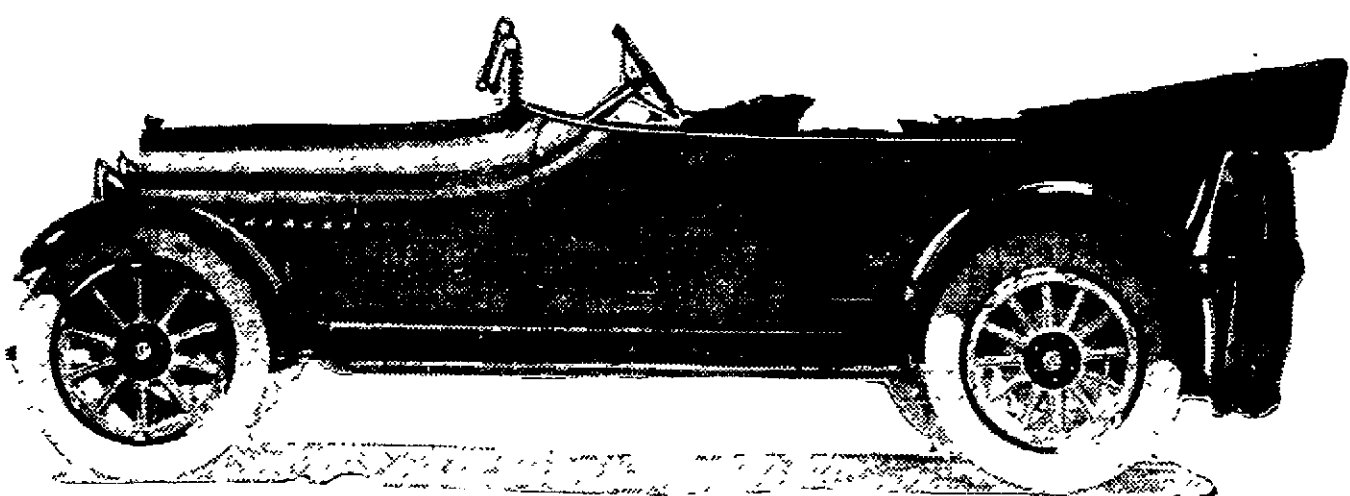
By its roomy, luxurious comfort for five passengers—seven if you prefer.
Its sturdiness and economy.
Its powerful motor.

Its silent, smooth-running, spiral bevel-gear axle; and
The completeness of its equipment.
We feel free to refer you to any Hupmobile owner—or any man or woman who knows motor cars.

Ask them about the Hupmobile.
Then let the car convince you beyond all doubt.

Five-Passenger Touring Car	\$1200
Five-Passenger Sedan	\$1365
Coupe	\$1325

Westinghouse Electric Starting and Lighting System is used on all the cars that have starters. Don't fail to see the 1915 Hupmobile at the Auto Show, in Arcade, the 22nd and 27th of March. For a demonstration, call C. A. Pence, at Hebron, at any time. Phone No. 5. He is distributing agent for the Hupmobile.



Model U-50—Light Weight Six Cylinder, Seven Passenger Touring Car, \$1585 F. O. B. Richmond, Ind

The light weight Six Cylinder Westcott is a car of unquestionably great value—"Built to Endure" and possessing a rare beauty of design and a wealth of elegant refinements.

Quality, which has ever been characteristic of Westcott products, predominates to a superlative degree in this latest and new Automobile achievement.

Here is a car that is built on honor, is mechanically perfect, and in which attention to detail has been carried to a high degree. This quality is the natural result of correct design, selected material, accurate workmanship and seven years' experience in motor car construction.

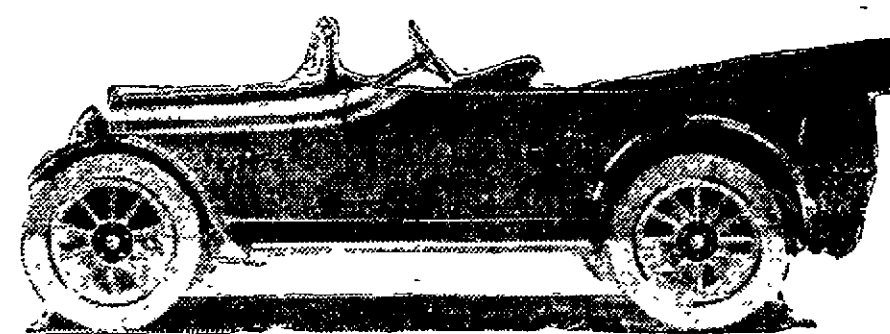
The ownership of this car is bound to close all avenues to future regret. As an investment, it represents the greatest Automobile value obtainable. As an Automobile, it is everything that can be desired for pleasure, comfort, elegance, simplicity of operation and remarkable endurance.

The Westcott is a beautiful car—but let us face the facts squarely as they exist. Instead of looking at the newly varnished car, judge the Westcott as it promises to look after it has been pounded over the roads for a year or more.

Therefore, examine it from its cellular radiator to its Timken rear axles and realize that it is "Built to Endure."

Read the impressive specifications of the Westcott to an authority on Automobiles, without divulging the name of the car—and ask him how much such an Automobile should be worth. We rely on the answer to substantiate our claim that this Westcott a \$1585 is the greatest Automobile value that has ever been before the American public.

This noteworthy Automobile is made by the Westcott Motor Car Company of Richmond, Indiana, an organization of national prominence and established financial strength.



Model O-35—Four Cylinder Touring Car \$1185 F. O. B. Richmond, Ind.

The manufacturers of the Westcott realize that despite the growing tendency for Six Cylinder cars, there is a large field for Fours that are "Built on Honor."

The ever dominating feature of Westcott quality is therefore focused to a point of high development in the Westcott Four Cylinder, five-passenger touring car, three-passenger Roadster and two-passenger Speedster.

In their ambition to attain mechanical perfection and maximum service, the Westcott Motor Car Company have adopted only the most famous standard motor products.

Read the specifications carefully and realize the efficiency that such an imposing combination of celebrated motor car units is sure to give.

We enumerate elsewhere many of the remarkable features and elegant appointments that put the four cylinder Westcott into the class of aristocratic and luxurious equipages. You are assured of a rare motor car investment in a four cylinder Westcott at \$1185.

I have one of the finest garages in central Ohio, which is open to the public day and night.

I also buy my gasoline by the car-load.

Can give you better gasoline and a lower price than anyone else.

A full line of accessories are in stock all the time.

When motoring through this country drive in and get acquainted. Citizens' Phone No. 5.

C. A. PENCE, Hebron Ohio.

Don't fail to see the two models at the Auto Show in Arcade from 22nd to 27th. It will pay you to have a demonstration before buying your car, for many reasons.

C. A. PENCE, Hebron, O.

NEWARK, OHIO, SATURDAY EVENING, MARCH 20, 1915.

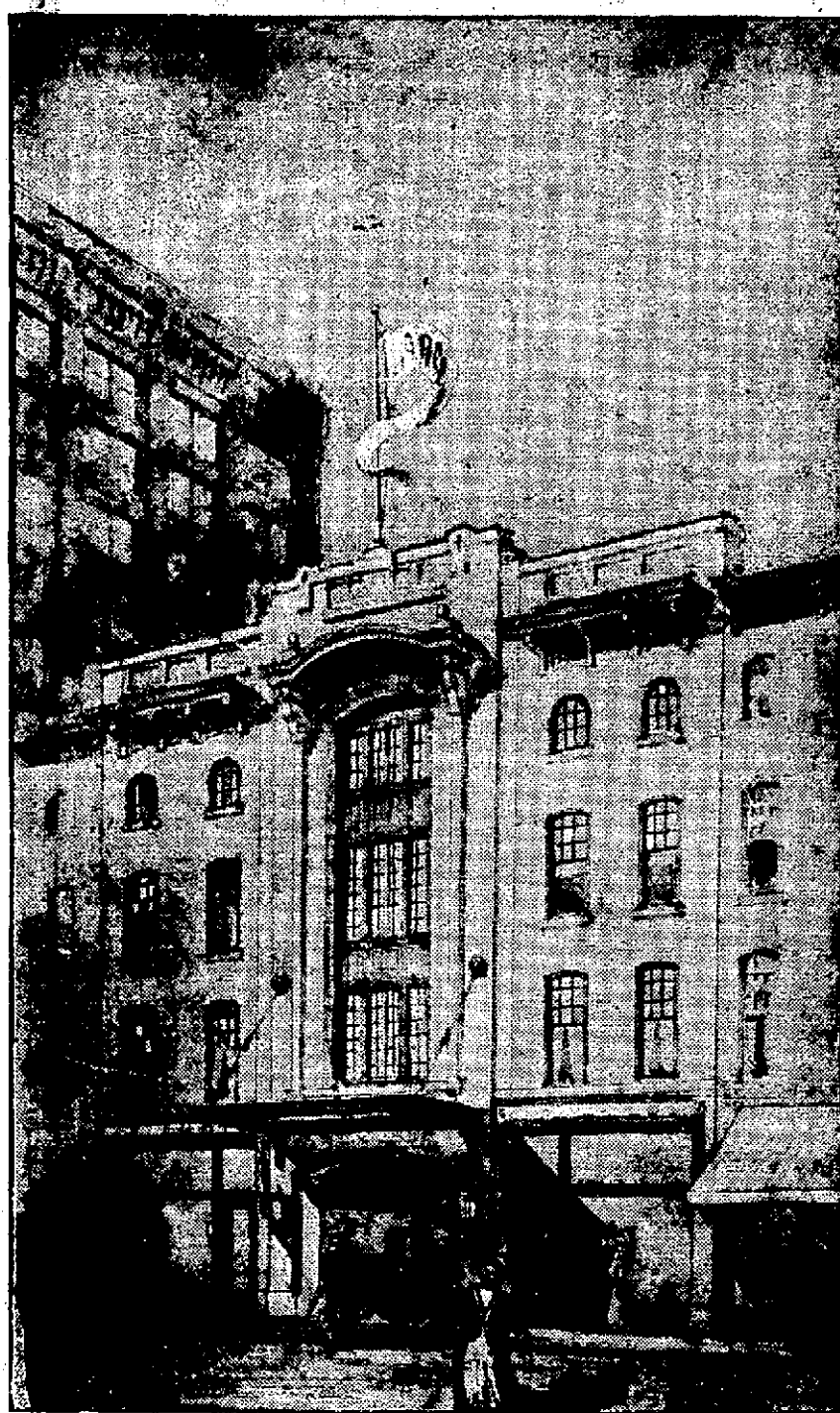
THE NEWARK

AUTOMOBILE SHOW

MARCH 22

TO

MARCH 27

AT
THE ARCADE

NEWARK'S ARCADE.

Where the Second Annual Automobile Show Will Be Held All Next Week.

The Second Annual Auto Show

Newark's Second Annual Automobile Show will open with a vim Monday evening. Special music and other features of unusual interest will mark the beginning of the second epoch in the automobile industry in Newark.

Last year, the dealers exhibited their cars in the Arcade, and in doing so staged a much remembered show. From this beginning has grown the Licking County Automobile Dealers Association, an organization effected during the past year with the object in view of promoting co-operation. It, too, has pledged itself to boost Newark. With this idea in view, much can be accomplished by the dealers for the betterment of Newark's civic and financial conditions.

This year, more than twenty different makes of automobiles will be exhibited for the eye-feast of those auto-enthusiastically inclined. To the man who loves the swish and the swirl of the wind about one's face; who loves to hear the steady hum of a well-tuned motor; who loves nature as he sees it reflected from the countryside as he drives over well-made roads and to all with a mechanical turn of mind, Newark's Second Annual Automobile Show will appeal, this year, as never before.

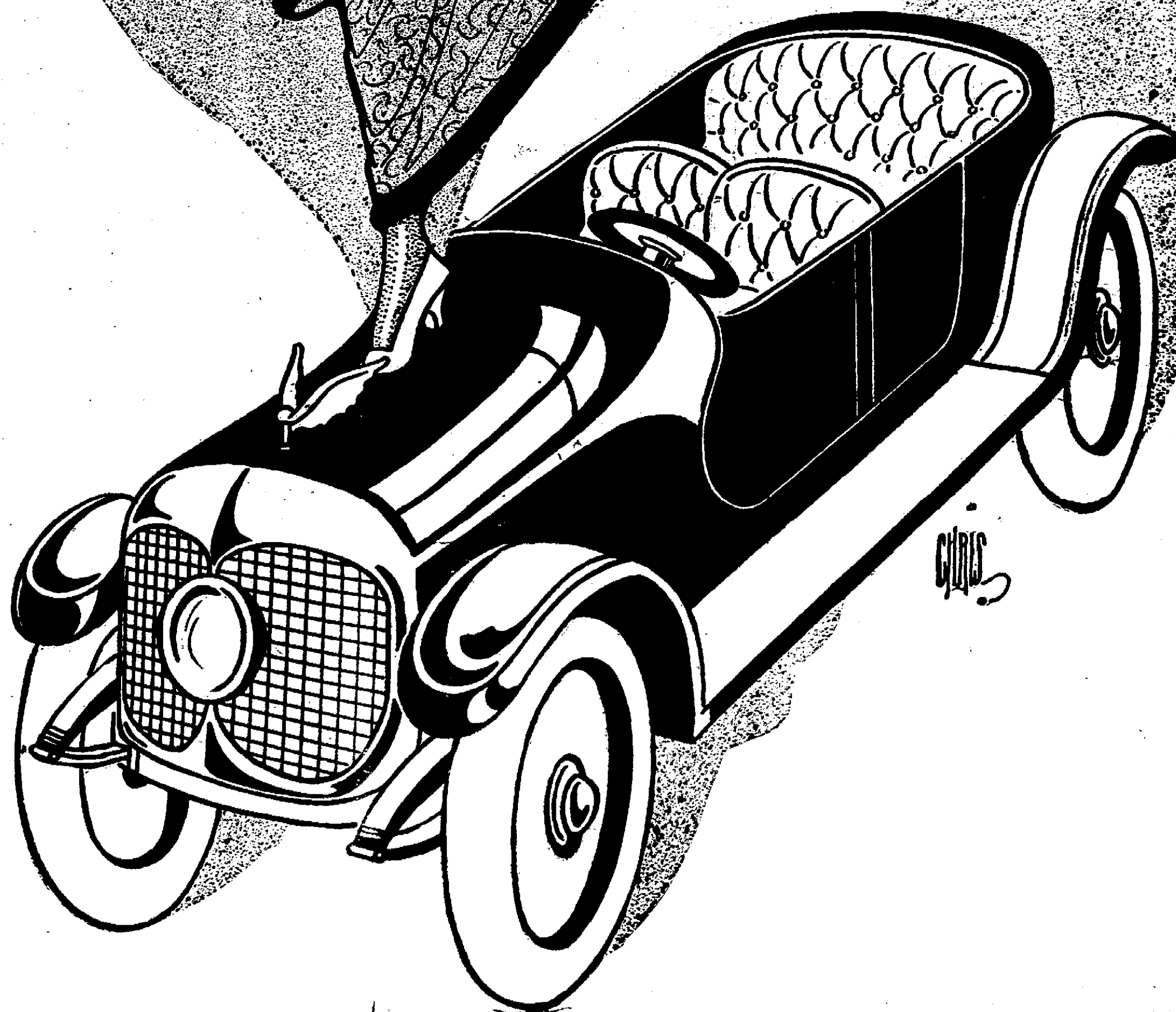
Back in the paleolithic age there must have been public exhibitions of dinosaurs. Now we have the motor car show. There must have been community displays of the product of flint artifices, makers of arrow points, knives, chisels, hatchets. Now we have the implement show.

In the implement show man exults over ever-improving tools. They mean something more to him than a display of art and craft. It is not in the ingenuity of manufacture that he exults. These tools mean to him less labor and better performed work.

There is a different form of exultation at the motor car show, even though man again observes artificially fashioned implements for labor-saving and profit-making. For the automobile supplies for him machinery-legs. He would have the same enjoyment in a peregrination about the country on his own feet if it were not for the weariness that would overcome him. He would take the same pleasure in viewing rare scenery and in a sensation of speed if it were not that his perception would be dulled because of the energy going into his motion.

Both at the implement show and the automobile show a portion of the pleasure that man experiences is due to

(Continued on page 2, Section 3.)

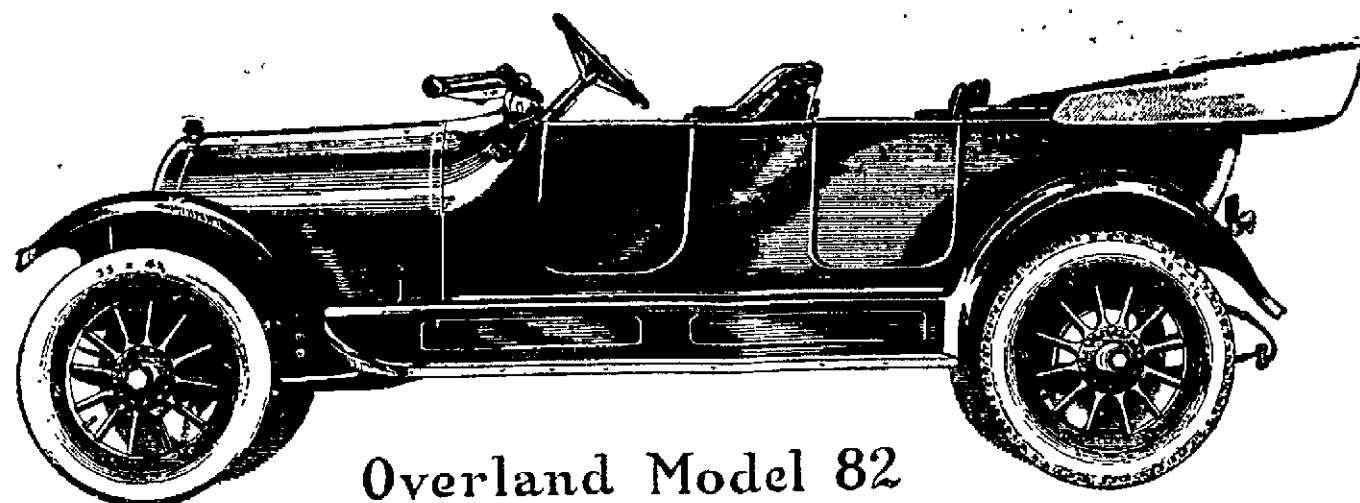


Overland

The Most Popular Car On The Market

Overland

To be on exhibit during second annual automobile show, the week of March 22-27 in The Arcade

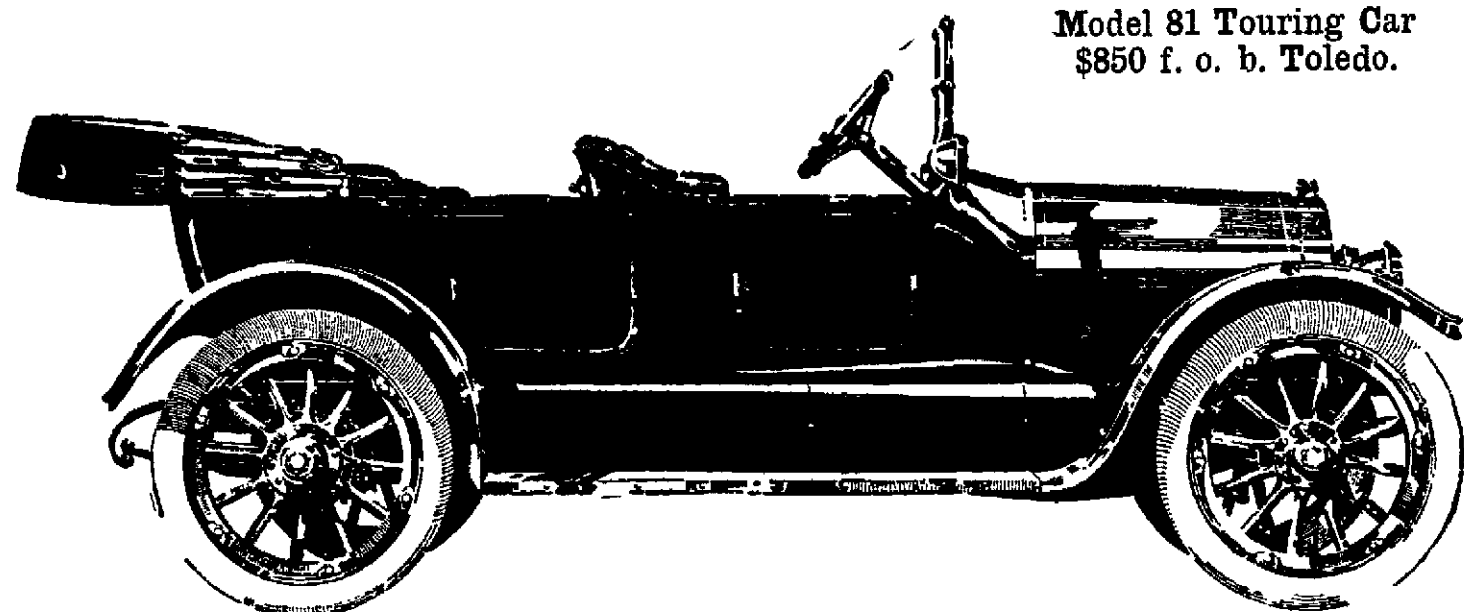


Overland Model 82

Don't fail to look these cars over. They can be seen in spaces 9, 10, 11, Arcade

Safety, Comfort and Beauty, Three Qualities Most Sought by Motor Car Buyers, are Particularly Emphasized in This Overland Six

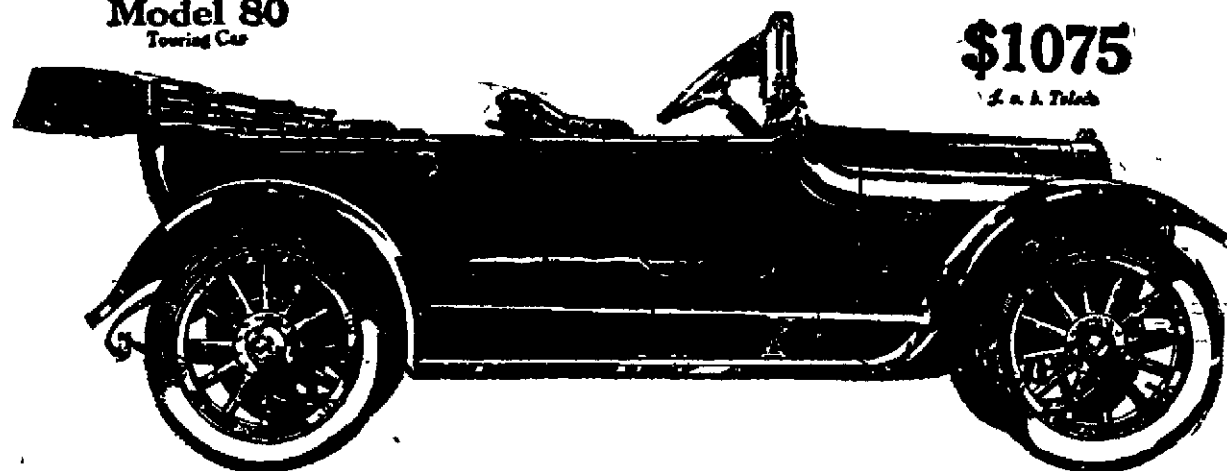
Model 81 Touring Car
\$850 f. o. b. Toledo.



Experienced men who buy Sixes today buy them on facts and figures. There are many reasons why the new Overland Six at \$1475 gives you more straight-out motor car value than any other Six at or near its price. Such value is possible only under the Overland policy—quantity production is one plant and under one organization—quality because of quantity. You get the benefit of enormous purchasing and production facilities, in a better car at a lower price.

Model 80
Touring Car

\$1075
f. o. b. Toledo



The Car You Buy Should be Equipped With a High Tension Magneto.

There are two kinds of ignition—the ordinary battery system and the high tension magneto system. The battery system is the cheapest. It is not always reliable though many popular priced car manufacturers still furnish it. The high tension magneto system is the most expensive. It is the most certain. It is the most uniform. Practically all the highest priced cars are equipped with the high tension magneto system. So is the Overland.

This car has practically every modern advantage. It is electrically started and lighted. It has high tension magneto ignition! It has long underslung rear springs! It has 4-inch tires! These four items, alone, make it the superior of many \$1000 cars.

Cost You From \$200 to \$300 Less

SUB-DEALERS

Edwin E. Wright, Granville
Lawyer & Tavner, Hebron

Fred W. Simpson
339 West Main St.

Auto Phone 1264

SUB-DEALERS

Rugg & Wells, Pataskala
Albright & Archer, Utica

SLAUGHTERS

HIS HOUSEHOLD AND CURRENT EXPENSES ON PAPER TO BUY CAR.

Does the Man Who Becomes Fascinated by the Joy-Riding Habit.

In a daily newspaper published in one of the big cities of the country, which has been holding an automobile show, there was printed one day last week twenty-one columns of automobile advertising and automobile news. This copy of the newspaper was not a special issue. The automobile material was, of course, largely stimulated by the exhibition. Yet many metropolitan newspapers print in their Sunday issues as much automobile material as that every week.

Reports from the big automobile shows tell of a simply enormous attendance. The Boston show drew 20,000 on an ordinary day, and exhibitions in other cities to correspond. The people may be cutting down their supplies of beef, owing to slow trade and high prices. But the consumption of a necessity like the motor-car is not checked.

The people who conduct the automobile shows understand very well that if a man has a mechanical mind, he is a "koner," once you get him into one of these displays. He may think he went simply as an observer of the mechanical triumphs of the age. But the bug has got into his system. As the versatile and gentlemanly salesman expound the perfection of their several cars, the ferment grows.

Soon he is absorbed in computations to prove that he can afford a machine. He slaughters on paper this or that customary expenditure, decides to go without cigars, or a new parlor carpet, or painting the house, or a summer vacation trip.

On paper the majority of people can figure out that they can afford a machine. To many men, anything of the nature of a machine is fascinating and alluring. The play of motors, and levers delight them. When to that there is added the stimulation of driving an automobile and the de-

light of rapid motion, the combination is too beguiling for human nature. If a man really can't afford a motor-car, he is fortunate, indeed, not to have this love for machinery implanted in his heart.

THE SECOND

(Continued from page 1, Section 2.) It is a curious instinct. He sees what he wants and what he may possess. Or he sees that he has and what others covet. He sees what he thinks is indispensable to his welfare and to his happiness. In the knowledge that he possesses or many possess these requisite instruments comes a great share of the satisfaction of attending a motor car or implement show. But there is more than a property joy engendered by an automobile show. There is sporting satisfaction. Just as paleolithic man thrilled at the sight of well-lined dinosaurs that he possessed or coveted, so does twentieth century man thrill in the presence of noble machine-made animals at an automobile show. It is the same appreciation that a horseman has for thoroughbreds. Perhaps the world never fully valued horses in their time. This is no longer the case of the horse. It is the age of the motor car and the age of advertising and the coincidence of the two ages has worked to educate the world in the essentials of a properly constructed and equipped motor car.

It is a curious thing that man in this automobile age has not yet progressed to the point where he commonly gives names to his motor cars. You here of a few "Beliefs," "Thumbnails," and "Rabbits" and the names that manufacturers and racing car drivers give to certain cars or models. But the custom is not general. It may be that the anti-sentimental philosophies of Nietzsche, Schopenhauer and others is making the world a little more stern so that it would seem too trivial to name an automobile as one affectionately christens a horse.

Yet there is no question that man is sentimentally weakening toward the automobile. It is no strange incident to hear one man berating another for rough driving, for brutality to his car. It is no rare occasion when a party of motorists will gather around a strange car along the roadside and express sorrow in words and looks over the ailment that incapacitates the stranded car. This is be-

cause the breath of life has almost been breathed into the automobile and because man, in his broad understanding of a car, finds a deep personal interest; he is aware of its possible chronic disorders, the foes to its health and remedies, medicines and antidotes. Some of these remedies may be called "homely prescriptions" in a few years, because we have homely prescriptions for maladies of horses.

Many may go to the motor car show and thrill, because they are gratified his love of sport, speed, comfort, art, invention, efficiency, and dumb faithfulness.

EFFICIENCY OF THE MODERN MOTOR CAR

Harry V. Roome, an Apperson owner living in Los Angeles, pays tribute to the mechanical efficiency of the modern motor car. He has driven his machine over forty-six hundred miles and during that period received splendid service. The adjustments made during that time were very few and of minor importance. Being of a mechanical turn of mind he decided to take his car to pieces and ascertain for himself if any of the parts had worn. He was particularly interested to learn the condition of the bearings, brake lining, steering gear and other units but had been the hardest used.

His investigation proved a surprise. The car was almost as good as new. He found that the rear axle bearings were in perfect order, the even wear so far as to say that they had never needed any adjustment, and this was also true of the steering gear.

The clutch, he said, was not touched during the first 41,000 miles of travel, and then the only thing necessary to be done to it was to refine a bearing. When one considers the mileage covered by this car, the number of revolutions made by the motor, the number of times the wheels turned, the shocks endured, the roads traveled and other things taken into consideration, it is evident that the motor car today is a most dependable piece of machinery and that it can cover great distances with dispatch, safety and comfort.

FOR YEARS

CLEM COFFMAN HAS SOLD CASE PRODUCTS IN AUTO SHOW.

Shows Car in Second Annual Automobile Show in Arcade.

For years Clem Coffman has sold Case farm implements—now he is selling the Case automobile, and naturally he feels that he has a car that is backed up by a company whose reputation has meant much to the buyers of the products he has been selling.

Mr. Coffman is located at 63, No. Fourth street. When seen today by an Advocate reporter he was the busiest man in town, but he had a few moments to spare to tell something about the Case car that he will exhibit in the Second Annual Automobile Show.

"You may say all that you want to about specifications," said Mr. Coffman, "but I am here to state that any manufacturer can gather together a car with tempting specifications, and still have one with little or no value. On the other hand, specifications of a car produced by a company, such as the Case, mean that the rest of the car is in harmony with the items specified. Specifications mean one of two things—they are either a cloak for the things unspecified, or an indication of the way the rest of the car is built. You have the word of the Case Company, their bond, in fact, that the items unspecified and unseen in a Case are in keeping with those specified.

"Of great importance, yes, of first importance, to you are the parts of your car which you never see; the materials, the workmanship, that lie hidden. They are like the vast army of unpraised workers, years of steady plodding effort are the foundation of trade. Their good work goes unnoticed. But should they fail!

"So with the motor car. The real values you cannot see. Can you know the quality of the bearings, the quality of your crank shaft, for instance? Are you in a position to analyze the steel of your transmission gears, to ascertain whether or not they are the proper stuff to do the work required of them? Are you quite sure

that you can tell real leather from imitation? All of these elements enter into the proper consideration of value. Value, I believe, is not determined by the price of the car. The intelligent, the safe way to judge the value of a car is to divide its purchase price by its years of use. "Believe me," said Mr. Coffman, in conclusion, "the intelligence and the reputation of the maker is a big determining factor in the quality of the car."

WILL POST SIGNS TO BOOST TOWN ALL OVER STATE

Marion, March 20.—To advertise Marion from one end of the county to the other and also in adjoining counties, it is the purpose of the chamber of commerce and the Automobile Association to place signs throughout the county, directing tourists to this city.

At a meeting of a joint committee from the chamber and auto association, it was determined to place an order for these signs at once. The committee is composed of F. A. Huber, J. C. Anthony, Charles E. Gompf, John H. Clark and W. H. Holvestott.

The announcement was also made that the automobile association has rented an office adjoining those of the chamber of commerce.

As the question of good roads is allied with commercial work, it is the purpose of the chamber of commerce and the automobile association to assist them in their efforts for better roads throughout Marion county.

RETIREES

FROM GROCERY BUSINESS TO ENTER AUTO SALES GAME.

A. D. Fairall Buys Agency of Allen Motor Car for County.

A. D. Fairall, 218 Boylston, Ave., at one time proprietor of a grocery store in E. Main street, is the latest addition to Newark's auto sales agencies. Mr. Fairall is selling the Allen Car manufactured at Postoria, Ohio, and will exhibit a model of this make in the Second Annual Automobile Show.

Mr. Fairall has the following to say about the Allen car: "One of the things of which we are proudest is the Allen motor. This we make in our own shops. We do not believe there is a better motor in the world than the Allen. "Mr. Sommer, the man who perfected our motor and under whose personal supervision it is made, is a man who has devoted many years of study to mechanical engineering. He is a master in this branch of practical science. To have him associated with us is, in itself, an advantage that could hardly be over-estimated.

"My belief is that in the course of a few years many of the present makes of automobiles will be eliminated. There will be no place for them.

"People are being educated with respect to automobile standards. Choosing an automobile is becoming less and less a matter of guesswork. The buyer is learning to judge an automobile just as he judges the other things which he buys.

"This rapidly spreading and developing knowledge on the part of purchasers will cause many kinds of cars to disappear. The concerns that produce them will shut up shop or go into other kinds of business.

"In this connection, it is worth while to consider the Allen organization and the Allen product. Our organization is founded upon that idea. We are determined to make our cars so good that they will always be popular.

"The man who buys an Allen automobile today need have no fear that in case it becomes necessary

three or four years from now to replace some broken part we will not be here to furnish it for him. We don't expect that owners of Allen automobiles will have to buy many new parts for them—but if such purchases do become necessary, we shall be ready to attend to them.

WILL KEEP SIGNS; HELP CARRY OUT SAFETY FIRST IDEA

Logan, March 20.—Believing that many accidents can be averted if drivers of vehicles adhere to the warning "keep to the right," the Logan County Automobile club will erect signs bearing these words at various points in the county, according to present plans. It is also planned to erect guide posts giving the directions and distances to the various towns in the county.

The impression has been gained by some that the new club was organized for the protection of the members, that is, should one member have an accident, that the club would support him. An official stated recently that such is not the case. Neither was the club organized solely for social purposes. It is hoped not only auto drivers but drivers of other vehicles will profit by some of the plans of the club.

Two cases are in the local courts now where auto owners are involved in damage suits as results of collisions. In one case the driver of a wagon is said to have admitted that he was on the "wrong side" of the road. "Keep to the right" is something all vehicle drivers should do.

JONES IN AUTO GAME.
The D. L. Jones Hardware Co., has entered the field of the automobile accessories and repair parts. As a leader it has chosen the Falcon tires, casings and inner tubes, and a full line of these will be on exhibition in its space in the Second Annual Automobile Show in the Arcade. Mr. Clarence Jones has arranged a remarkably fine display of the parts of the Master Vibrators and Road Smothers, showing each individual part of the mechanism before assembling, which will be included in the exhibit of accessories.

Cholock waterfall, Yosemite, is 2364 feet high.

ENGLAND MAY SEE NEWARK BUILT TRUCK

BLAIR DIRECT DRIVE, WORM
GEAR TYPE BUS FAR IN
ADVANCE

ENGLISH EXPERIMENTERS TRY
VARIOUS TYPE TRUCKS
FOR WORK

Bus Holds Great Promises.

First Successfully Operated Gaso-
Electric Bus, Built Here May Revolu-
tionize Automobile Industry In
United States and Abroad.

There is nothing new about the gasoline engine, the electric motor or generator used in Newark's brand new Blair direct drive, worm gear, gaso-electric passenger bus, but the novelty lies in the application of the combined gasoline-electric drive to automobiles. It has been attempted before but the principle first succeeded in the Blair Newark made machine.

Frank M. Blair, the patentee and developer of the Blair sub-frame, worm drive truck, is delighted with the success of the Blair while the

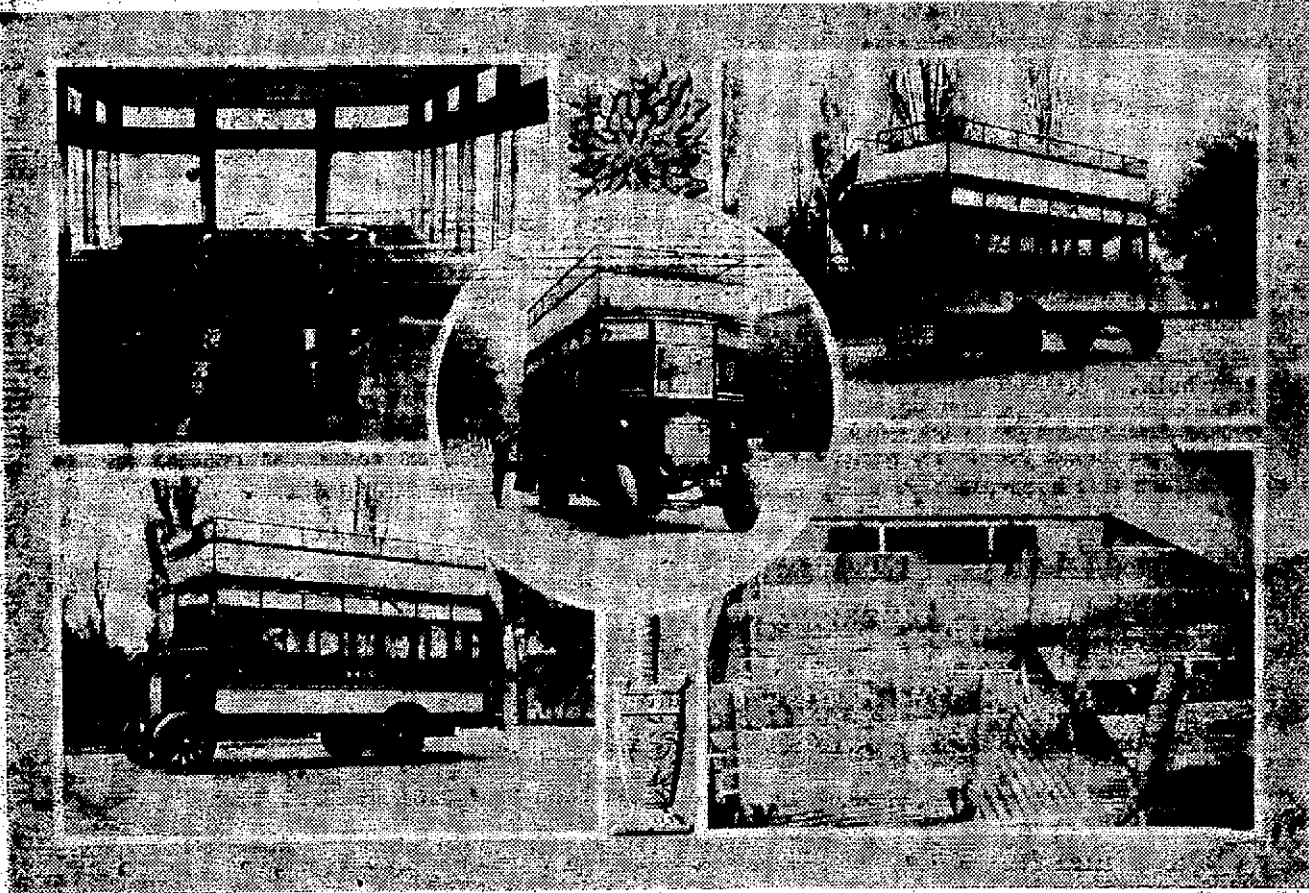
a view to helping forward this movement. Of course they have an axe to grind in the matter, inasmuch as an extended use of electric trucks would provide them with a means of employing their generating equipment to advantage during those periods of the 24 hours when the demand for current is remarkably small in comparison with the "peak" loads. Be that as it may, I have met big business people in this country who are using electric, and who state that for certain classes of employment they are undoubtedly reliable, and cheap, to maintain, and where current can be supplied at well under 1d (2 cents) per unit the cost for current is very reasonable.

"Within the past year or two, several important firms, including Liberty's, Harrods, Lyons, the Stratford Co-operative Society, and Puller's Dye Works, have become users of electric vehicles. Possibly the well-known firm of Lyons have the most representative fleet of electric among English users, because of its variety. I understand that they are operating every type of Edison accumulator van, from the half-ton size, up to five tons carrying capacity; whilst Harrods' fleet of electric, with Edison accumulator batteries, will include 47 vehicles as soon as they have all been delivered. Some of the last named firm's electric have been running over two years.

"Unfortunately, an electric vehicle of a given power and load capacity costs at least 20 per cent. more than a petrol vehicle, this cost being largely accounted for by the expensive battery of accumulators, and the fact that copper, which is a high-priced material, plays an important part in the construction of an electric motor and its controlling appar-

ates had objectionable features; the chassis construction was crude; the electrical fittings were inconveniently placed; the batteries were cumbersome, and being slung underneath the frame, were inaccessible for watering, cleaning, etc. In some of the latest vehicles, however, all these objections have been removed, and among modern examples, may be mentioned the Edison accumulator trucks, which are marketed in this country by Edison Accumulators, Ltd., of Edison Building, 2 and 3, Duke street, London, S. W.

"The new 'G. M.' type Edison accumulator chassis incorporates quite a number of new features. In the first place, the general chassis construction is such as to provide a normal type of drive from a single electric motor to a differential cross-shaft, and thence through side chains to the rear wheels. The controller, switch, and meter, are all located under a short bonnet in front of the vehicle, so that they are readily accessible from the front; whilst all the dashboard instruments are mounted flush with the board, as is now the regular practice with motor manufacturers. A single electric motor is suspended from the main frame behind the axle, and the armature shaft is connected to the pinion shaft of the main drive bevel through a flat piece of tempered spring steel; this blade of steel, it will readily be understood, distorts to a considerable extent, and constitutes a very satisfactory spring drive, which prevents all snatches or jerks, due to sudden starting or electric braking, being transmitted to the bevels, differential gear and chains. "The accumulators on these new vehicles are contained in a large box which partly fits under the driver's



BLAIR DIRECT DRIVE GASO-ELECTRIC BUS.

two expert engineers of the Westinghouse Electric Company who made a thorough examination and test of the big machine did not conceal their interest or withhold expression of the belief that in this proposition Newark had something worth while.

Electrical engineers agree with Mr. Blair that the gaso-electric principle so successfully carried out on the Blair bus may be applied to touring cars as well and in this, the proposition is revolutionary for it means that one may operate a big seven passenger touring car as easily as an electric coupe. Engineers are sure that this type of machine will be used on taxicabs as it is of special value on a vehicle making frequent stops and starts.

The Blair has no noisy chains and no shifting gears. It moves quietly and starts and stops without jar or jerk. Incidentally the gaso-electric bus consumes less gasoline and less oil than the New York chain driven buses which are somewhat similar in design though carrying fewer passengers.

The Advocate has just received a copy of the Journal of Commerce (London, Eng.) dated March 3, carrying a feature story on commercial motor vehicles written by Geo. W. Watson, an expert. The article shows that England has not yet heard of the successful gaso-electric machine. Mr. Watson says in part: "Ever since the earliest days of motor vehicles, the use of electric power for their propulsion has at periods occupied the minds of every transport engineer, and a few have persevered in experimental work in that direction, with a view to producing a battery-propelled motor wagon, or truck as the Americans call them, that will be at once reliable, cheap to operate and maintain, and so simple to drive that any horse driver could be taught how to handle one in a few hours.

"American engineers have been more persistent in the development of the electric truck than have English engineers, probably because their transport conditions are so entirely different to those prevailing in this country. Here in England there is much intertown transport, a class of work which necessitates long distance running, whereas in America there is practically no intertown transport, because in a majority of cases the towns are too far apart to permit of mechanical traction on the roads being an economic competitor with the railways. None the less, the Americans have developed the construction and use of the electric truck to a remarkable extent, and if we may judge from the enormous numbers which are at present in operation in the United States, there must be advantages which we in this country have not yet appreciated.

"For some time past, interested parties have been making most strenuous efforts to popularize the electric vehicle in England, and supply companies and central station engineers have been co-operating with

atus, the result being that the material charges set out of all proportion to the labor charges involved in the production of the vehicle. So far as can be seen at present there is no likelihood of this first cost being reduced.

"The possible applications of an electric vehicle are certainly limited no matter what their manufacturers may say to the contrary. They need to be re-charged fairly frequently, and although one hears of vehicles running up to 60 miles or more on one charge, it is doubtful whether such a long run is going to prove economical from the point of view of battery maintenance, and to be on the safe side, 40 miles on one charge is about as much as can be expected. Unless one is prepared to put up with the inconvenience of making stops en route at regular intervals for re-charging, the use of electric for long-distance work, therefore, is practically inadmissible. There are other purposes, however, for which the electric could usefully be employed; there is dock work, for instance, where ease of manoeuvring, immediate readiness for "moving up" as opportunity occurs, combined with the fact that while standing no current is being consumed, are advantages which should not be lost sight of. Both steam and petrol motors are inferior in respect of fuel consumption, unless the petrol motor is stopped during waiting periods, but under those conditions the petrol motor labors under the disadvantage of the driver being unable to start up instantly, unless of course his vehicle be fitted with mechanical starter.

"Even in times of peace, the occurrence of periods of congestion in our docks and wharves is not unusual, whilst at the present time such congestion is causing very serious inconvenience to many manufacturers in the country, apart from being one of the factors responsible for the recent rise in the price of foodstuffs and other materials. Much of this congestion could be relieved if the dock authorities would remove their present restrictions regarding the free use of steam and petrol wagons, not only on the docks, but in the loading bays and wharves. Such vehicles can easily be made so safe that all risk of fire arising from them can be removed. Until such time as the free and unrestricted use of all kinds of motor wagons is permitted in the docks and wharves, the electric vehicle is probably the only one which can meet all the exacting requirements of port authorities.

"The electric truck is made in such a wide variety of sizes that for dock and warehouse work there seems to be unlimited scope for its operation, and in spite of the high first cost, as compared with ordinary hand trucks, electric platform trucks are now largely used in the Liverpool and Manchester district, and under special circumstances there will undoubtedly be considerable development in the use of the heavier types in the near future.

"Many of the older types of elec-

seat, in this position, the battery is not only protected against injury, but it is readily accessible for inspection and watering, etc., without necessitating the removal of any of the load or disturbing any part of the chassis.

"This type of chassis is made to take all loads from 10 cwt. up to six tons, the larger sizes being further made with three lengths of wheel-base, the shortest being for tipping carts and tank wagons, whilst the other two are for general purpose vans and wagons."

The gaso-electric principle has been applied to street cars successfully but the Blair bus is the first successful application of the idea to an automobile. The success in this instance is due to the Blair sub-frame. The entire power plant is carried upon the sub-frame which has three point suspension and the gasoline engine, generator and dynamo are in a straight line on the sub-frame. The power is not carried on any universal joints, but is a direct, worm drive. The R. L. Dollings Co. is financing the Blair plant and it is said that the factory will be put in operation soon.

SAFETY ON ROADS URGED BY AUTO DEALERS IN TOWN

If every vehicle using the roads at night were compelled to display a light, a long step would have been taken in the direction of elimination of preventable accidents.

The motorist who has driven through the country after dark and who has missed hitting by a matter of inches, horse-drawn rigs and bicyclists without lights, will appreciate the need for some such regulation. Automobiles are required to show at least two lights in front and one in the rear. But the slow-moving lumber wagon, requiring three times as much time to prepare for proper road clearance when passing, is allowed to go its ungainly way, blocking the roads on the darkest of nights without a single light warning other vehicles of its presence. All other horse-drawn vehicles are in the same category.

Time was when such a precaution was unnecessary, but the number of automobiles now in use, their prevalence both in the city and rural districts, seems to warrant our saying that it would aid materially in making travel more safe both for the man in the auto and for the man in the buggy, if the latter were carrying a light at night.

Automobiles are equipped with headlights which give their drivers a range of vision sufficient to bring the car to a complete stop in time to avoid accident. But it would help things materially if the horse-drawn vehicle would swing a lantern from its axle and thus make safety doubly safe.

The autoist both displays lights and

provides himself with the means to see ahead and avoid other users of the road. It seems only fair that the horse-and-buggy man, and the bicycle rider, should do their share by showing a light to keep the highways free from accidents at night.

WILL NOT SHOW.
While the American Machine Company does not possess an exhibition space in the Second Annual Automobile Show, they have secured the 1915 models of the Harley-Davidson motorcycle and will have them ready for demonstration during show week. The American Machine Company is located just off the Annex of the Arcade on Church street. They carry a full line of tires and accessories and are well equipped to take care of any repair work that falls to their lot.

SPHINX

Silent - Powerful
\$695

The Silent, Powerful Sphinx is a real automobile, one that has passed the transitional stage resolving itself into the strongest, most comfortable and beautiful light car ever produced, with most pronounced economies of operation and upkeep--and at a price made to fit the modest pocketbook.

Hundreds of persons are looking for just such a car, an honestly built and correctly designed automobile; a touring car, not a flimsy run-about, at a price within reason.

Put the Silent, Powerful Sphinx on trial, demonstrate it to your own satisfaction, go over the specifications with the dealer.

A touring car with electric starting and lighting system--twenty-eight horse power, gasoline mileage, 20 per gallon, riding comfort assured by cantilever springs and the scores of other features that stamp the Sphinx a high grade car of speed, power, comfort and silence.

\$695

Wright D. Wyeth

Successor To D. G. Wyeth

Manufacturer of High Grade Pleasure Vehicles
And Automobile Tops

North St. and B. & O. R. R.

Newark, Ohio.

IMPORTANT POINTS IN BUYING A CAR

"Buyers seek four important points when selecting a car," says Edgar Apperson, Secretary and Treasurer, Apperson Brothers Automobile Company.

"The first is safety. The second point is comfort, and then follows convenience and appearance."

"It is easy enough to see why safety heads the list. After all, this is the most important item. You want to feel sure that you are enjoying the maximum of safety when you are operating a car—that the brakes are ample and positive in action. Comfort comes second because it

is essential for the actual enjoyment of motoring. Unless you are comfortable it is impossible to motor for any length of time or distance.

"Today we demand convenience in everything, and it is natural that we should look for it in the purchase of a car. It is one of the principal features people look for. They insist on a dependable starting and lighting system and on having with

in arm's reach, the starting and lighting buttons, electric horn button, speedometer and all of the other appliances. They also insist that these conveniences be absolutely reliable.

"It seems almost like second nature for us to be proud of everything we own, and this is likewise true of the automobile. The average buyer wants a good looking car—a car that he will be proud to be seen in

anywhere. And it is for that reason that automobile companies are striving their best to produce really artistic looking automobiles—cars that are works of art from the fine coach builder's standpoint.

"And so today the popular car is the well balanced car, and by that I mean, in which equal attention has been given to the inside as well as the outside."

Last year a farmer bought a new machine and with it were chains for the wheels in muddy weather. The mud came and the farmer put the chains on the front wheels and when the car refused to move, sent for the dealer twenty miles away to come and take his car back as it would not work in the mud.

Bargains in the Wagon tonight.

FORSYTHE

IS ENTHUSIASTIC OVER POINTS OF ADVANTAGE IN CARS HE SELLS.

Studebaker and Briscoe Autos Come In for Their Share of Praise.

"This is the third year," said Mr. Forsythe, in speaking of the Studebaker machine, "that the great resources of the largest manufacturing plants in the world have been concentrated upon the design and manufacture of the new Studebaker cars."

"The most expert engineering talent in the automobile industry, the actual experience of over 100,000 owners of Studebaker cars, the great manufacturing resources of the Studebaker factories are the factors which make the splendid refinement and improvement of the new Studebaker cars possible."

"Quality has been the first consideration in the construction of Studebaker cars. Price has been a secondary consideration. It happens to be low because Studebaker cars are made part by part in one of the largest manufacturing organizations in the world. Wonderful economies have been made possible by buying material in the very largest quantities, buying it for cash, discounting the bills, and by selecting from the markets of the world."

"Ride in a Studebaker Six—go over it point by point—compare it with other cars. The Studebaker Four is a car of exactly the same quality as the Studebaker Six. It is built of exactly the same material, just as conscientiously and just as good. You can't go wrong when you buy a Studebaker car, it represents quality, spelled with a great big Q."

"And the Briscoe," continued Mr. Forsythe, enthusiastically, "the Briscoe spells itself all over it, and quality, too."

"The Briscoe car is only new in the sense that it is of recent origin, for it is the master product of men whose heads and hands have shaped the development of motor cars since the beginning of the automobile industry. It has been planned and is being built by the same group of men who realized the first worthy low-cost motor cars, and by whose aid motoring was widely introduced."

"The Briscoe car is more than applied mechanics and carriage comfort; more than a swift and silently moving vehicle of convenience, for to it is added that subtle something, Call it style, if you will, which impels pride in its ownership."

"The car was designed in France. It was taken to Paris. Here, for more than a year, American, French and German stylists added their talents for line, curve, and symmetry in external, and for infinite nicety of mechanical detail. To their art is due the grace, the rare beauty and the mechanical refinement of the car."

"In Jackson, Mich., is a great organization of men with every modern facility for production in large numbers. Its factories cover many acres and are equipped with the best and latest machine tools, and there the Briscoe car is built. The same zealous vigilance continues in the measuring and matching of the duplicated pieces with the master patterns as was enthusiastically given the making of a model car."

"Few people," concluded Mr. Forsythe, "appreciate the fact that for eighteen months French engineers of

the greatest ability labored over the details of this car, with the result that its modest cost makes ownership easy of accomplishment for persons of discriminating appreciation."

WHERE COIN GOES WHEN AUTO TAXES ARE PAID TO STATE

Since the establishment of branches of the State Automobile Department at the offices of the automobile clubs in Toledo, Cincinnati and Cleveland, the secretaries have been asked time and again without number: "What does the state do with the \$5.00?"

The purpose of this article is to give this information for the benefit of all the automobile owners in the state who are willingly paying \$5.00 per year fee for their licenses. The actual cost of issuing each license, including the cost of the number plates, postage, express, telephone, telegraph, clerk hire, office rent, printing and stationery, is 80 cents. The balance, \$4.14, is net profit to the state. This will amount in 1915 to approximately three-quarters of a million dollars. Under the present provision of the automobile law this money is converted directly to the state treasury, and every dollar of it is used in the maintenance and repair of the main traveled highways throughout the state under the supervision and direction of the state highway commissioner.

Two bills now pending provide for a radical departure from this plan. One bill, fathered by the farmer members of the smaller counties, divides this money into 88 equal parts, and Vinton county, with 71 autos, under this arrangement, would receive as much of the automobile revenue as Cuyahoga county with 21,000. The other bill provides that the net revenues shall be divided among the 88 counties in proportion to the number of automobiles owned in each county. This measure has a considerable element of fairness and is likely to prevail, especially owing to the fact that the representatives in the smaller counties have refused to consider favorably any legislation favoring automobile owners.

A compromise proposition was contained in the proposed new highway law which provides that half of the money should be used on main market roads, and half on intercounty roads for the purpose of maintenance and repair, and that this shall all be expended by the state highway commissioner. The latter proposition would undoubtedly be satisfactory to the majority of the automobile clubs in the state.

A Good Adjuster.
A slightly tapering bolt, having several thin steel washers underneath the head, so that by removing one or more the bolt may be tightened in its bearings, makes a good steering gear connection. Too much importance can not be given to dependable steering gears.

Careless Omissions.
A monkey-wrench mechanic will often omit placing cotter pins or retaining wires in the crown nuts in the transmission case, or differential housing. Should one of these get into the gear mesh it would break up the whole mechanism.

Huh!
"It says here that automobile riding enlarges the chest," said the Old Fogey. "Did you know that?"
"No," replied the Grouch. "But I know that it enlarges the head." Cincinnati Enquirer.

FARMER

AS GROUP, IS LARGEST BUYER OF THE AUTO INDUSTRY.

Iowa College of Agriculture Delivers Series of Lectures on Cars.

The farmer as a group is perhaps the largest buyer of the automobile.

Last spring an investigation in one section of Ohio, which section it was figured would be representative of all Ohio, showed that the cars purchased from one well-known medium-priced car manufacturer for a period of one month, was a total of 87 cars, of which number 65 were bought by farmers.

Although this particular car made the largest sales the same average demonstrated that the farmer as a motor car buyer stands well in the lead.

In the ten states of the great middle west, it is asserted authoritatively that nearly one hundred million dollars of the farmer's money is invested in automobiles.

So great has become the need of knowledge among the "tillers of the soil," for an understanding of motor car construction, and how to keep their machines in repair at minimum cost, that the Iowa State College of Agriculture has added to its regular courses a department for the study of automobile repair and maintenance.

Iowa is the first state in the union to take up such work, and an automobile expert is spending his time going from place to place, holding farmer-institutes where bigger crops are not discussed except incidentally to the repairing of automobiles.

That this department is needed and wanted is evidenced by the interest shown everywhere by the farmers who attend and the way they devour the information given.

Lectures and practical demonstrations are given in central garages or town halls, and both afternoon and evening sessions are held, and, depending on the size of the community, lasting from two to five days.

Prof. Davis, who is in charge of the Iowa Auto Institutes, says the farmers are particularly eager for information, and advice on carburetion and the care of tires.

"It is not uncommon," says Prof. Davis, "to find farmers getting only eight to nine miles from a gallon of gasoline."

Following are rules laid down for the farmer who would save tire expense:

First—Keep them inflated to 20 pounds per inch of diameter. Use a good gauge; don't guess. Seventy-five per cent of tires are ruined by under-inflation. One run on a soft tire is sufficient to ruin it. Ten minutes spent in inspection before you leave the garage may save you the price of a new casing.

Second—Do not overload your tires; the effect of overloading is the same as under-inflation.

Third—Never run a tire flat even for a block.

Fourth—Have cuts repaired at once. Do not let mud get into the cut and rot the fabric.

Fifth—Look out for the nuts.

Sixth—See that wheels are not running out of line.

Seventh—See that brakes are properly adjusted and used carefully. Millions would be saved every year if proper attention were given to tire use and abuse.



With the coming of the GRANT SIX, at \$795, hundreds who have long wanted six-cylinder cars can—and will—have them.

Price was the one barrier that kept these people from full and complete enjoyment of "sixes."

THE GRANT SIX HAS WIPED OUT THAT BARRIER.

It broadens the "six" field far beyond any previous development in that field. It opens the way to six-cylinder ownership for thousands of buyers in the great class under \$1000.

SPECIFICATIONS:

UNIT POWER PLANT
Three-point suspension.

MOTOR

Our own—six cylinder—2 1/4-inch bore x 4 1/4-inch stroke—cast in bloc—water cooled—overhead valves—valves concealed—spherical combustion chambers, insuring the greatest possible efficiency to be obtained in an internal combustion engine. Horse power, 33-36.

TRANSMISSION

Selective sliding gear—three speeds—forward and reverse. Mounted on annular ball-bearings.

FRONT AXLE

I beam, drop forged, heat treated—steering knuckle pins hardened and ground.

REAR AXLE

Fall floating—differential and pinions on one carrier—fully adjustable—ball and roller bearing mounting—rear inspection plate.

STEERING GEAR

Irreversible—worm and sector type.

CONTROL

Left hand drive—center control—throttle lever under wheel—foot accelerator.

CLUTCH

Cone—fully adjustable.

BRAKES

Internal and external on rear wheels; extra large braking surface.

IGNITION

Atwater-Kent—automatic spark advance.

LUBRICATION

Constant level—circulating pump, sight feed on cowl board.

GASOLINE SYSTEM

Gravity—tank mounted on dash under cowl—filler cap in cowl board.

SPRINGS

Semi-elliptic front—true cantilever rear—special alloy steel.

WHEEL BASE

106 inches.

TREAD

56 inches—60-inch special for Southern trade.

BODY

Beautiful streamline—deep wide, tilted cushions—real upholstery, long springs and curled hair.

FENDERS

Heavy stamped crown fenders, joined to aluminum covered running boards.

WHEELS

Wood—32 inches—quick detachable demountable rims.

TIRES

32x3 1/2 in. all around—straight side type—non-skid on rear.

WINDSHIELD

Two-piece—rain vision—adjustable to any position.

ROAD CLEARANCE

11 inches.

LIGHTS

Electric, two bulb headlights—electric tail light.

STARTING AND LIGHTING SYSTEM

Allis-Chalmers one unit motor generator—mounted on motor—extra large battery.

COWL BOARD MOUNTINGS

Oil pressure gauge, speedometer, ignition switch, gasoline filler.

COLOR

Body and chassis, black—wheels, rich red—equipment in black enamel and nickel.

EQUIPMENT

One-man top, mohair, with mohair top slip—Jiffy curtains—ventilating, rain vision—windshield—Stewart speedometer—electric horn—instrument lamp on cowl board—robe rail—foot rail—floor mats—Firestone demountable rims, with extra rim and rim carrier on rear—tools—jack—tire pump—license bracket.

PRICE

Equipped with electric lighting and starting, together with all accessories, as specified, \$795. Equipped with acetylene headlights, Prest-O-Lite tank, rear oil light and all accessories as specified (except electric lighting, starting and electric horn) but including bulb horn, \$750.

Murry Connolly, Elmwood Court

CAUTION

SHOULD BE EXERCISED IN USING GASOLINE TO WASH CONTACT-BREAKER.

Fluid at Present is Not as Highly Refined and Result Might be Disaster

Due to its rapid evaporation, gasoline is frequently selected to wash the magneto free of external dirt or dust. Quite frequently, too, the contact-breaker and the region thereabout are given a good dousing. The need for caution is because gasoline of today does not evaporate as readily as it did when the refiners supplied the higher test fuel, and in consequence the surface of the washed magneto retains a film of gasoline longer than at first is suspected. Should the engine be turned over directly after cleaning the magneto, a spark from the contact-breaker would set fire to the film of gasoline which covers the magneto and what would result is hard to say—maybe little, maybe much.

If the wires to the spark-plugs have been removed, there is an additional possibility of a conflagration for gasoline may have been forced into the chamber of the external spark gap, and should any action cause the magneto's armature to be rotated, a spark would pass across the spark-gap and light the liquid.

There is no danger of all this occurring, if the magneto is wiped dry, gasoline used sparingly and the magneto or car not put in immediate operation. Just common horse sense saves a lot of trouble in life.

Another point—should the magneto be totally taken apart, it is not entirely wise to wash all parts in gasoline and the assembly. It would be preferable to wash all parts thoroughly in gasoline and then in clean kerosene oil, for when steel parts are washed in gasoline, they become absolutely dry as soon as the gasoline evaporates, which causes these parts to be more susceptible to rust. Ball bearings in particular are sufferers, so that when these are replaced they should be given a thorough covering of light oil—not soaked in it, but covered with a film. It not only lubricates but protects.

The armature can be washed in gasoline, but it is not a good practice to permit it to soak, as the armature covering may be softened and a possibility exists of damaging the condenser also.

One point that cannot be sufficient emphasized is the warning that only those who are thoroughly conversant with magnetos should attempt to dismantle them. So much depends upon an ignition system that when it requires cleaning or adjusting, it is best to place it in the hands of real experts, rather than take the responsibility yourself. This, of course, applies to complete disassembling and important internal

adjustments not covered in the regular instruction books.

Remember, a blacksmith may be able to make an excellent wagon axle, but he hardly could be expected to repair a split second stop watch. —From the Bosch News.

GOODRICH CORD TIRES SMASH THE NON-STOP RECORD

Goodrich Silvertown Cord Tires has broken another record.

The latest feat of these cord construction tires is the carrying of a Maxwell, which set a new record of 305 miles without a stop at the San Diego races in January. More remarkable still, the car that made the record on Silvertowns had a gallon of gasoline left in its tank at the end of the race.

Billy Carlson, the speed boy who made the non-stop record on Silvertowns, says it was the cord construction of his tires which enabled him to go 305 miles without a stop, and which also enabled him to make the record with a gallon to spare.

The remarkable resiliency and lack of resistance to the road, which are qualities produced by the cord construction, make these tires develop more power at the wheel. Averages from countless tests have shown that these tires increase engine efficiency 15 per cent and reduce gasoline consumption 25 per cent.

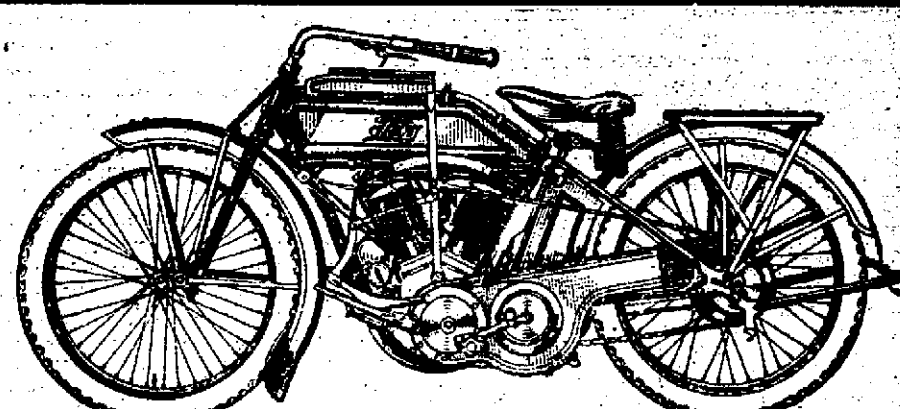
Carlson's feat at San Diego beats records set by Ed Pullen in a Mercer at Elgin last August, and by Barney Oldfield in a Maxwell at the Corona races last November. The previous record was 301 miles without a stop.

The wonderful durability and enormous strength of Goodrich Silvertown Cord Tires was shown in the San Diego race when three cars started with Goodrich Silvertown Tire equipment and not one of them had to make a tire change.

The Point Loma course at San Diego is a tough one, with many sharp turns, which put extra strains on tires.

RAY HARROUN ON THE JOB WITH HIS AUTO RACERS

Indianapolis, March 20.—Arriving at the Indianapolis motor speedway with his first completed 300-inch car, Ray Harroun, winner of the 1911 500-mile race, now ruler of Maxwell's racing destiny, has taken permanent residence at the Hoosier track, reserving quarters for no less than seven cars. Harroun expects to show the foreigners something in the way of speed this year, his cars already being practical by fit.



T-H-O-R

Model 15-A

\$275.00

12 H. P. Two Speed

Ask me for a demonstration of the new Thor Motorcycle. In the Thor I have one of the best products on the market.

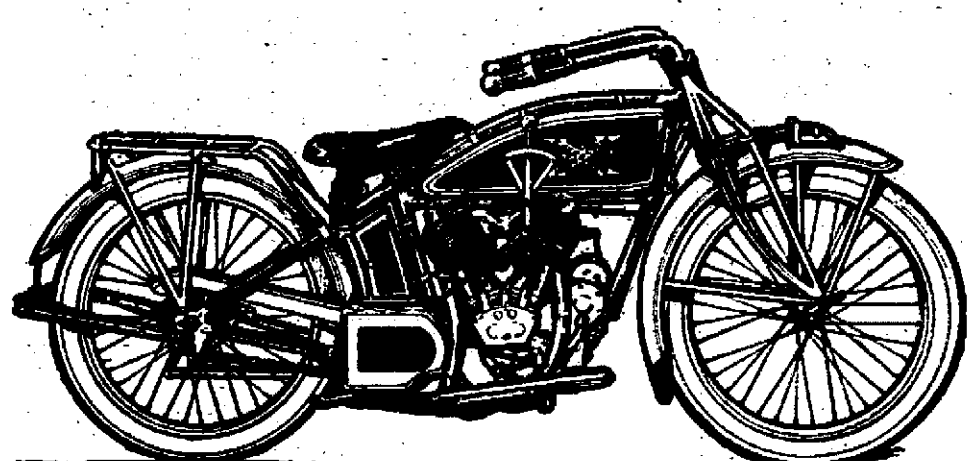
I also carry a full line of MIAMI MOTOR BICYCLES, MIAMI ADLAKE AND EXCELSIOR BICYCLES.

My shop is the best equipped Motorcycle and Bicycle Repair Shop in the city of Newark. My work is absolutely trustworthy and efficient. Try me when you need any repair work.

Howard Beeney

232 E. Main St.

Auto 5163



The Latest and Greatest "X"

The new Model "15" Excelsior Autocycle was quickly named by all who saw it "the Latest and Greatest X" and is in every way entitled to this distinction. Behind this machine is a factory of enormous capacity and perfect in equipment; enabling us to give Excelsior buyers the benefit of productive economy, which is the natural result of producing in large quantities.

Headquarters for All Kinds of Automobile Accessories, Goodyear, U. S. and Springfield Tires for Automobiles, Motorcycles and Bicycles.

Best equipped Auto Tire Repair Shop in City. Call and see us when in need of Tire and Motorcycle Repairs.

Clyde Bowman

Auto 1356

47 SOUTH SECOND ST.

Bell 715-R

SELLS

FORTY OVERLAND CARS UP TO FIRST OF THIS YEAR.

Fred W. Simpson Predicts a Big Business in Autos.

With a record of more than forty sales up to the first of the year, Fred W. Simpson, who sells the Overland car, predicts that this year's business will be more than double that of last year. Fred Simpson is one of Newark's earnest workers, and this statement, coming as it does on heels of one of Newark's hardest years, financially, is a prediction well worth noting.

Mr. Simpson is one of the foremost auto salesmen in Newark, and one of the most influential members of the Licking County Automobile Association, holding the office of vice president in that organization.

"I base my prediction for the ensuing year," said Mr. Simpson to an Advocate reporter, "on my own sales for the past year, and on the fact that last season 50,000 Overland cars were built and sold without satisfying the demand. This year the company plans on building 75,000."

"Only by this enormous production," continued Mr. Simpson, "are we able to offer the exceptional motor car value which stamps the Overland as the pacemaker of the American motor car industry."

"Across of additional factory space has been provided, new machinery has been installed and several thousand more workmen are employed to handle the increased production. Yet by buying raw material in huge quantities, and by manufacturing cars on this larger scale, we are able to embody features of construction and equipment, and use materials of a grade and uniformity not possible on cars built in smaller quantities, except at far greater cost per car."

"With each big increase of production there has been a corresponding advance in the value offered—each year the Overland has set a new mark of solid automobile worth so far ahead of all competition as to place it absolutely in a class by itself."

"The vital mechanical features which have made Overland dependability known the world over remain practically without change. The single-cast cylinders of the 35 h. p. motor provide maximum cooling surface for the efficient, trouble-free thermo-siphon cooling system, and ample space for five liberally proportioned crank-shaft bearings. The three-point suspension save the motor from the strains and twists of rough driving."

"Through out the motor and the whole chassis, simplicity and accessibility have been considered second only to efficiency. Each part and device has been designed to do its work, not as a separate function applicable to any similar construction, but to secure the highest possible efficiency of the car as a whole."

"The sturdy Overland floating rear axle, the accessible transmission with its double-heat-treated nickel-steel gears, the simple but most efficient cone clutch, the large-size and powerful brakes, ample for a much heavier car—all these items are designed and built with a factor of safety that justifies the Overland owner's confidence in his car in any emergency."

"This item of safety has been considered of first importance in the design of the whole car. Nothing has been left to chance. That is why the Overland factories include the largest drop-forging plant in the automobile industry. Drop-forgings are expensive for the small maker, who must buy them in small quantities, or at best buy the dies for making them. We use forgings wherever they can be used to strengthen the car or increase its safety of operation. Front axle steering connections, control levers, crankshaft, camshaft, gear-blanks and hundreds of other Overland parts are drop-forged to give strength where strength is needed, with minimum weight."

"The scale of manufacture which makes drop-forging economical for us, also enables us to use the highest grades of materials and the most up-to-date and accurate equipment—much of it special—in every part of our work. That is why the Overland offers a value unapproached by any other car at anywhere near its price. Remember this when you choose your car."

"Remember, too," said Mr. Simpson, in conclusion, "that the world-wide distribution of the Overland has enabled us to establish and maintain an international service organization of a scope that is without parallel in the automobile industry. The contract of every one of our 4000 dealers stipulates that he shall carry a stock of parts ample for his territory, and a corps of traveling auditors see that his stock is maintained. In any portion of the civilized world the Overland owner is within reach of Overland service."

WILL NOT EXHIBIT BUT WANTS MANY FRIENDS TO CALL

Clyde Bowman, 47 South Second street, was unable to secure space in the Second Annual Automobile Show in which to exhibit the 1915 models of the Excelsior Auto-Cycles for which he has the Licking county agency.

Mr. Bowman has one of the best equipped motor cycle repair shops in the city and through his advertising in this edition he invites all visitors to the show to drop in and make his shop their headquarters while they are in town.

In addition to the Excelsior Auto-cycle, Mr. Bowman carries a full line of automobile tires and accessories. He carries a full line of sizes in Good-year, U. S., and Kelly-Springfield tires for automobiles, motorcycles and bicycles.

Waste of Gasoline Is Incurred From Many Acts of Carelessness And The Omissions of Ordinary Prudence

Gasoline costs some motor enthusiasts—who do not pay much attention to the myriad ways they can cut it down to a third or a half—approximately \$150 a year each.

That is, perhaps, \$50 or \$60 is wasted.

There are about 1,600,000 cars of all types in America. The waste on all of them probably runs over approximately \$23,000,000.

The figures given above are based on the fact that a man who loves motoring will drive his car approximately 10,000 miles a year. His motor will consume somewhere between 600 and 800 gallons of gasoline, a third of which might be saved on the average car.

There are several secrets of gasoline saving which motorists generally do not know. Yet an engineer can take the car from which an ordinary driver gets only twelve miles to the gallon, and in many cases make it yield 18 to 20 miles to the gallon. This is a saving of one third or better.

An instance came up the other day. We were equipping a certain manufacturer's six-cylinder models with carburetors. A layman driving the car could get but 13 miles to the gallon. A careful driver stepped into the same car and secured 19 3-5 miles to the gallon.

He pointed out to the less careful driver what it was in his driving, or rather what he didn't do, which accounted for the extra mileage. The layman got back into the car and secured 19 miles to the gallon. It was very easy, too. Instead of "stepping on the throttle"—pushing it clear down and shooting the gas in to the motor needlessly—the careful driver fed the gas fast but steadily.

A motorist selecting a carburetor should pay as much attention to simplicity—fewness of parts—as he does in selecting the chassis and motor. He then by means of the carburetor manufacturer's service stations, he has facilities through which he can familiarize himself with the device. Every man should know the carburetor which governs the motor's action and he can learn it if he will select a car with a carburetor which has service stations within not over a day's driving distance. Take our owners, as an instance. Generally speaking, there is not one who in the middle west can drive 50 or 75 or 100 miles without striking a service station.

So another vital point that will apply to thousands of motorists who visit the automobile show intent upon the purchase of cars—is making sure that they get not only gasoline economy but the highest efficiency and flexibility from their motors, and in doing so they should pay as much attention to the motor itself as to the ability of the manufacturer who makes the carburetor to furnish service whenever it is needed. The motor car owner wants this service and needs it. He occasionally needs adjustments in this day of varying grades of gasoline. When winter comes he wants a winter adjustment on his carburetor. The carburetor alone is responsible for the motor's action, power, economy and flexibility.

At times like these, an expert's attention is just as necessary as it is that of the engineer of a railroad locomotive he a skilled mechanic.

The writer knows owners of motor cars, who, when they find themselves attracted to the lines and construction of certain popular cars, make inquiries into the facilities which the maker has for supplying not only service on the chassis, but they also look into the carburetor maker's service.

"It is vital," one motorist told the writer, "the carburetor is responsible for the motor's action absolutely, and with the motor acting properly, our whole problem in transportation is solved."

It may not be necessary once a year to bring the car into the carburetor service station, and again, changing weather grades of gasoline may necessitate more frequent attention. At

any rate, the owner wants to feel that the service is there at his call.

This is one of the factors in achieving constant economy of gasoline consumption regardless of climate, weather, grades of gasoline, manner of operating a car, and qualifications of the particular make of the car.

Another thing. Some motorists do not utilize the wonderful power of momentum. They speed a car up to 25 or 30 miles an hour, leading gas every second, and then quickly put on the brakes, killing momentum. That perhaps would take them one-sixth of a mile. This is done every day by canners who would avoid it if they would stop a moment to think.

In spite of this self-starting era, there are not two per cent of the motorists who have not the habit of letting their motors run idle at the curb, oftentimes for ten or fifteen minutes. A motor fairly devours gasoline vapor while idling, much more than at good speed. This has been known in the final gasoline consumption reckoning to deduct three to four miles from the mileage from each gallon of gasoline.

There is also a waste incurred by racing a motor in starting it. I have listened to motors racing idly at 1000 to 1200 revolutions a minute for several minutes. Most owners know just how high a throttle it takes to get enough gas to start their particular motors. Racing is needless and a fearful gasoline waster. It also harms a motor. A motorist should not offer slip the clutch, for this, too, while the car is running, is a destroyer of power, and hence effects a gasoline loss.

These are simple things. A man will find himself intuitively doing them if he makes an effort to pay attention to them for a few days.

As the writer said above, a little care in making your selection of car, motor and carburetor and care in operating the motor will work wonders in the downward revision of the national gasoline bill. Everybody would then be getting the highest possible motor efficiency—and as a consequence, satisfaction.

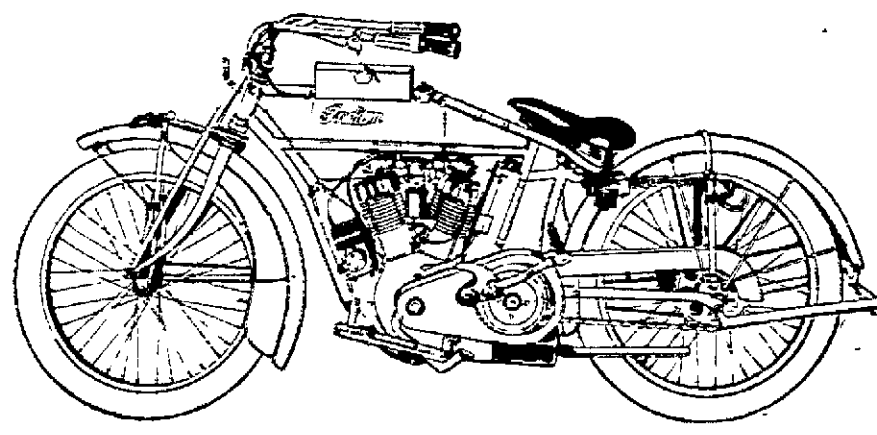
FRANCE COMES FIRST, WRITES GOUX, THE RACER

Indianapolis, March 20.—What ideals of true sport move men to accomplish is simply, yet brilliantly, portrayed in a letter to the Indianapolis motor speedway from Jules Goux, winner of the 1913 500-mile race, who is now driving a car for the military governor of Belfort on the Franco-German frontier. Goux writes: "It would be a great pleasure for me to compete in the international 500-mile race this year, as I did in 1913 and '14, but the position I hold on the German frontier is very important, and I simply haven't the heart to ask my release under any pretext while France is at war. France must come first, always. I know you will readily comprehend it is only reasons of the most urgent sort which prevent me from being among you for your most attractive excursion on May 30, but it must be so. Meanwhile, give my regards to all the boys."

"GOUX."

Right of Way to Doctor's Autos.

For the city of St. Louis it has remained to take cognizance of the physician's important status in the community by awarding to him certain preferences on the public thoroughfares. Anent, the Municipal Assembly in the Missouri burg has just adopted an ordinance giving to any doctor the right of way over any procession or assemblage that may stand in his way while he is at the wheel of an automobile bent on mission of mercy or the saving of human life. Formerly this privilege was granted only to equipments of the Fire Department, to ambulances, police patrols, street car repair and United States mail wagons.



Don't Fail to Investigate the Many Improvements and Refinements in

The 1915 Indian

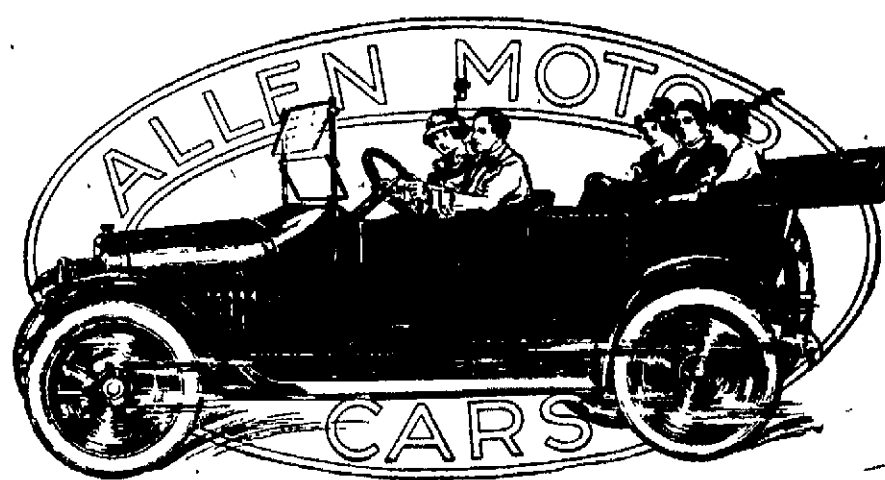
The most powerful and perfect motorcycle ever built in 1, 2 and 3 speed models.

March 22-27. Yes, I will be there with the goods. Arcade annex---Space 12.

Geo. T. Stream

MODEL 32, ROADSTER
\$875
Completely equipped including Westinghouse electric lighting and starting systems.

MODEL 34, TOURING CAR.
\$895
Completely equipped including Westinghouse electric lighting and starting systems.



Allen Comfort

Riding comfort is no longer a luxury, but it has become a necessity. The longer you own a car, the more you will demand comfort, and, regardless of how pleased you may be in other respects, you will not be satisfied if comfort is lacking.

Ride in an Allen car, lounge back in the deep comfortable seats and study its easy action even on poor road conditions.

No car can be fast over the road and none can give maximum pleasure to the occupants unless it is easy riding. Excessive road shocks, due to improper spring suspension, not only put a hardship on the occupants, but make good speed impossible, besides racking and straining the car.

The long, flexible springs, the low lung frame and the even balance of the car, due to proper distribution of weight, overcome these objections, and contribute to that sensation of comfort and pleasure so noticeable while riding in an Allen.

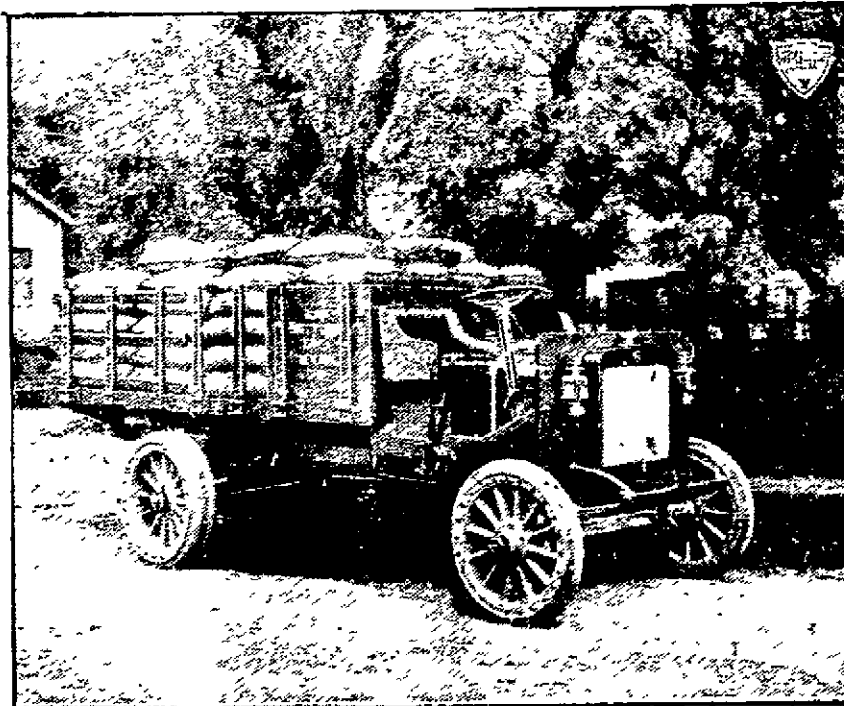
Allen engineers have minimized the "rebound" to a large degree by the employment of long, wide springs with many thin leaves of high-quality steel, in place of short, narrow springs, with few thick leaves. The spring action with this construction is changed from the short, jerky movement to that gradual, velvety glide, so restful to the body and the nerves, which also enables the car to hold the road at high speeds.

A. D. FAIRALL

Newark, Ohio.

Auto Phone 5242

218 Boyleston Ave.



THE BLAIR TRUCK

ABUSES IN WASHING CARS SPOIL FINISH

Washing the car has been described as a simple process. But the very simplicity of the work has led up to a list of abuses which, unless corrected, promise to wreck the finish. When received from the hands of the maker the automobile is clean and neat—a thing of beauty. Why not maintain it in this condition? The car should be regularly and systematically cleaned and renovated. The varnish on the new car is always benefited by an occasional washing with clear, pure water. The car, even when not in active use, should be so cleaned at stated intervals. In summer, preferably the water should be cold. On a new occasional washing with cold water serves to harden the varnish, and manage its brilliant, lasting the winter. If the washing is performed in a warm place, the use of cold water for an occasional washing may be continued, but cold water applied on a cold place at a frigid season of the year is injurious to the varnish. When the car is being daily used, or following each period of the road service, the varnish should be washed, top, if any, cleaned, and the upholstery and interior furnishings of the car renovated. What are the first details of this work? First, never wash the car in the bright sunlight. The sun dries the water up too rapidly, and causes streaks in the finish. Always use absolutely clean water for the washing. Change the water often enough to keep it clean.

In many of the leading garages use of the hose is strictly prohibited. In most of the great garages in Paris where the finish on the car is prized to an extent unapproached in any other city of the world, the use of the washing hose is never allowed. In establishments where the hose is tolerated it is usually provided with a rose, which serves to break up the power of the stream. In this country the indiscriminate use of the hose often, unfortunately, entrusted to the hands of roustabouts, with little knowledge concerning the washing of the car, and less appreciation of its importance, is responsible for the early decay and lack of durability of the finish. It is practically certain that if statistics were obtainable covering the durability of the average automobile finish they would result in an indictment against this method of car washing which would prove absolutely irrefutable. For this reason, then, we shall here advise the use of the pail and sponge to the exclusion of the hose. For proper washing of the car-body, two galvanized iron pails with the necessary accompanying soft fleece wool sponges should be furnished. One pail and set of sponges should be kept exclusively for the final rinsing off of the surface. The same equipment should be provided for the chassis, mud guards, fenders, etc.

Drying the Body and Chassis.
For drying off the water from the body of the car or chassis us a wash leather, or chamois skin, so-called, entirely free from lint, and absolutely clean. Wring the skin out after rinsing off in clean water, or, if dirty, after washing out in a solution of soft water and castile soap, and beginning at the part of the car first washed, proceed to pass the skin over the surface with sufficient pressure to take up all the water with the exception of a mist, which in the air will very quickly evaporate.

BROKEN GLASS ON CITY STREETS IS SUBJECT OF BILL

House Bill No. 341 by Morris of Fairfield county provides a heavy fine for placing on a public street, road or highway any broken glass, tacks, nails, sharp steel or other substance which will puncture or injure pneumatic tires.

This bill has the hearty endorsement of the Ohio State Automobile Association, and should become a law without opposition.

Several millions of dollars are invested in this state in automobile tires, and it has become a favorite pastime for drivers of milk wagons, water wagons, beer wagons, etc., to accidentally, and in some cases purposely, drop bottles in the street, whereby a tire costing \$50 may be absolutely ruined in a few seconds.

It is the duty of every motorist who reads this item to write his Representative and State Senator at once, and not only urge, but demand that he support this measure.

BOYS ARE BOTHER TO BUSY MACHINE OWNERS IN CITIES

One of the intolerable nuisances which should be abolished by police regulation is the small boy at the theatres, ball parks and other places of amusement who solicits for the privilege of "watching your car."

Every motorist is accosted from one to a dozen times by boys who insist on watching his car in return for gratuity. The facts are that one boy will probably collect from 20 to 30 drivers of machines and pays no attention to any of their cars. In many cases where they are turned down the owner finds on returning that his car has been scratched, curtains torn or tires punctured.

The motorist is a heavy tax payer, his property is entitled to protection, and this is a matter which should receive immediate and vigorous attention from police authorities.

About one-third of Great Britain's telegraphers are women.



Reliable Garage

There is a difference in garages—the good and the bad.

We are entirely trustworthy, and give the utmost care to each car brought in for repairs.

Best service at lowest cost.

We save you worry.

Swern's Garage

Rear of Reinbold's Plumbing Shop.